

JUNE 22, 1951

# The Autocar

FOUNDED 1895

LARGEST CIRCULATION

1/-



The "Quality First"

**MORRIS**



MORRIS MOTORS LIMITED, COWLEY, OXFORD. OVERSEAS BUSINESS: SUFFIELD EXPORTS LIMITED, OXFORD, AND 41 PICCADILLY, LONDON, W.I.

G.C.56

IF  
YOU  
WANT  
THE  
BEST  
DAMPER  
IN THE  
WORLD  
*then*  
*you want*  
*the*



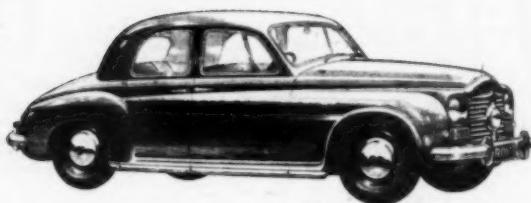
**GIRLING**  
THE BEST DAMPERS IN THE WORLD

*Direct*  
*Acting* **DAMPER**

GIRLING LTD. • KINGS RD • TYSELEY • BIRMINGHAM 11



*By Appointment to His Majesty the King  
Manufacturers of Land-Rovers  
The Rover Company Ltd.*



*W*hatever The Rover Company manufactures —  
the famous Rover Car, the versatile Land-Rover

or the revolutionary gas turbine driven car — one may

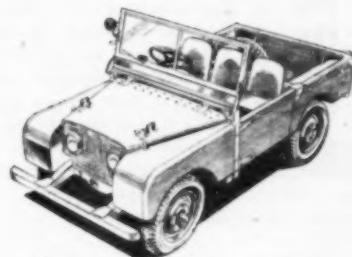
depend on finding a characteristic common to all;

and that is — craftsmanship. It is this that makes

Rover productions so efficient,

so thoroughly reliable and

so economical in upkeep.



*Alike in Craftsmanship*



**regular BOWES inspection  
means complete  
tyre protection**

Everybody knows about the cost of tyres, but do you know how to make them last longer? Only regular and thorough inspection—inside and out—will reveal the hidden damage which

can ruin your tyres without your knowledge. Every Bowes dealer is trained to save tyres: he is an experienced repair man equipped with all the most modern tools for the job. Any repairs he needs to make will be sure, safe and permanent.

Save money on your tyres—see your local Bowes dealer today.

**Be sure to ask for**

Try the other Bowes Seal-Fast Specialities for Motorists, too, such as Traffic Film Cleaner, Waxed Polish, Auto Top Finish, etc.



A.P.A., BOWES HOUSE, HAILSHAM, SUSSEX

Stocked by garages throughout the country. If you have any difficulty at all, send us a postcard for the name of your nearest stockist.



**JAGROSE TOURING TENTS  
COMPLETE WITH ROPE, PEGS, ETC.**

Model	Long	Wide	High	Wall	Garr.	Price
No. 1 "L" wt.	7' 3"	6' 2"	5' 6"	12"	1/9	49/-
No. 1 "L" economy	7' 3"	6' 2"	5' 6"	12"	1/9	42/-
No. 2 Tourer	6' 6"	4' 6"	5' 6"	12"	1/9	37/-
No. 3 Comfort	7' 7"	4' 6"	5' 6"	12"	2/3	135/-
No. 7 "W" Inst.	7' 7"	4' 6"	4' 6"	22"	1/9	140/-
No. 8 "W" Inst.	10' 2"	4' 6"	4' 6"	22"	2/3	150/-
No. 9 Glance	10' 2"	6' 6"	4' 6"	22"	2/3	200/-
No. 10 Family	4' 6"	9' 6"	6' 6"	22"	2/12	250/-
No. 12 Tent	4' 6"	9' 6"	6' 6"	22"	2/12	180/-

Priceless available for all tents from 40/- up to £1. Give full size of tent when ordering.

**JAGROSE CABLE ADJUSTORS**

2/6 Postage 1d.

JAGROSE REPLACEMENT INFLATOR COIN		DRILLS
6 or 12 volt	19/6	Broad Drills, as follows: Hand Drills Each 5/9 each Postage 1/-. Packing 1/-. Post 9d.

Postage 1d.

Quotations per dozen.

Jagrose Foot-  
Control DIPPER  
SWITCH

TRICO

Foot 1/6. 6/6

Post 10d.

Quotations per dozen.

Jagrose HUB  
DRIVER

For Austin 7  
Each 7/6

Post 10d.

Quotations per dozen.

Jagrose CONTACTS

Set, complete  
with blades and  
screw, for most  
cars. Price 5/6

Post 9d. extra

Quotations per dozen.

Jagrose GARAGE  
DOOR STOPS

Post 7d. 1/9

Quotations per dozen.

Jagrose HUB  
DRIVER

For Austin 7  
Each 7/6

Post 10d.

Quotations per dozen.

Jagrose ROOF  
LAMPS

Black, 6/6 and 8/6

Chrome, 8/6 and 11/6

Bulbs, 12/6 each extra

Post 9d.

Quotations per dozen.

Jagrose SPARE  
BRAKES

Brakes for major  
cars. 12/6, small  
cars, 10/6, Medium  
cars, 18/6. Large 24/6

2/6 each. Post 9d.

Quotations per dozen.

Jagrose SUPER FIRE  
EXTINGUISHERS

Post 10d. Pink capacity  
with wall

Limited supply.  
To day's

25/-

Post 10d. and  
packing 1/2.

Quotations per dozen.

JAMES GROSE LTD

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**Conway**  
LOOSE SEAT COVERS  
*For perfect style, comfort and economy ...*

Expertly tailored for Armstrong Siddeley, Austin, Citroen, Fiat, Ford, Hillman, Humber, Jowett, M.G., Morris, Renault, Riley, Rover, Singer, Standard, Sunbeam-Talbot, Triumph, Vauxhall, Wolseley and other makes of cars.

**EXAMPLES OF PRICES  
FOR COMPLETE SETS**

Austin A.40	£9 3 0
Ford 8 h.p. and 10 h.p. (all models 1932-51)	£7 15 0
Ford V.8	£11 15 0
Hillman Minx	£9 5 0
Morris Minor	£8 10 0
Standard Vanguard	£11 11 0
Vauxhall "Velox" and "Wyvern"	£9 10 0

Quotations per dozen.

Post 10d. and packing 1/2.

Quotations per dozen.

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*45,779 Used Motor Vehicles  
were sold at Measham  
in five years for £15,000,000*

**BECAUSE BUYERS HAVE CONFIDENCE  
IN THE MEASHAM METHOD OF SELLING**

**E**VERY Tuesday and Thursday, buyers from all parts of the British Isles travel to Measham, knowing that they will always find a wide variety of used cars, caravans, commercial and passenger carrying vehicles. They know too, that they can buy at Measham with absolute confidence in the protection of the Measham method; hence, they are willing to pay fair market prices. That is why owners wishing to sell used vehicles will be wise to enter them for sale at Measham.

## **YOUR QUESTIONS ANSWERED**

*Where are the Measham sale-rooms located?*

Right in the heart of England, 9 miles from Tamworth and Burton-on-Trent, 4 miles from Ashby-de-la-Zouch.

*Can I get advice before-hand on the value of my car?*

Certainly, either at our Head offices or at any of our Branches and showrooms, where help and advice are given in respect of any used motor vehicles.

### *Must I make the journey to Measham myself?*

Not necessarily. We can arrange collection and delivery, and we have a car valeting service too.

## *When can I enter my car for sale at Measham?*

Any time up to and including the days of sale—Tuesdays and Thursdays.

#### **SAFEGUARDS FOR BUYERS MEAN A READY SALE FOR YOUR CAR**

## *Protection & services offered by MEASHAM*

- The essence of the Measham method of selling is in the security given by the important Clause 15 in the conditions of Sale, introduced by Mr. G. A. Hill, and enforced with the aid of a special staff of engineers—Any major defects in a vehicle must be disclosed before it is offered for sale—if this is not done, and a subsequent complaint is upheld by the engineers, the buyer is released from the contract.
  - Measham also provides a Special Indemnity against loss if a vehicle sold should later prove to have been stolen, or to have been subject to a Hire Purchase Agreement.
  - For the benefit of customers, facilities for Hire Purchase and Insurance of Vehicles purchased at Measham can be arranged at short notice.
  - A fleet of motor coaches conveys passengers to the Measham Sales from London, Manchester, and other parts of the country, returning the same day. No charge is made. Route cards are available on request.

YOUR ENQUIRIES TO OUR SALES DEPARTMENT  
FOR FURTHER INFORMATION WELCOMED.

MEASHAM MOTOR SALES ORGANISATION  
(G. A. Hill, M.I.M.I.)  
MEASHAM BURTON-ON-TRENT

*Telephone* : Measham 322 (5 lines).  
*Telegrams* : Measham 322.  
**LONDON** : 368-370, Kensington High  
Street, W.14 (near Olympia).  
*Telephone* : WEStern 9821 (3 lines).

**MANCHESTER:** 32/34, Victoria Street, 3.  
**Telephone:** BLAckfriars 6386 or 5145/6.

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## NUWAY tailored CAR MATS

MAROON, GREEN, BROWN,  
BLUE, BLACK OR GREY.



CARPET PROTECTION  
PLEASING APPEARANCE  
REDUCED CLEANING  
INCREASED COMFORT  
10 YEARS' GUARANTEE

Whether you prefer car mats in colour, or natural shade, insist on NUWAY — the original link mat with more than 25 years reputation.

Obtainable through HALFORDS, Motor Agents and Accessory Suppliers.

NUWAY MANUFACTURING CO. LTD., COALPORT, SHROPSHIRE

SM/NM. 275a

**BARNACLE**  
REGD.  
ACCESSORIES

### The CURVEMASTER

LICENCE HOLDER  
British and Foreign Patents applied for



To meet the growing demand for a licence holder that will adhere to curved windscreens, we have devised the "Curvemaster," especially compensated for curved surfaces. It is not just a bent licence holder.

Produced in six attractive colours or black.

Hammered finish 7.6  
Chromium plated 8.6

"It Sticks Like a Barnacle"

E.W.PUCKERT LTD.  
CROYDON

*Jubilee* PATENTED WORM DRIVE CLIP  
the finest CLIP in the world

Absolutely leakproof joints on Air,  
Water, and Oil lines, are swiftly and  
easily made by using "Jubilee" Worm  
Drive Clips. They stand up to any  
pressure.

Millions are in daily use on Lorries,  
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Locomotives, Portable Engines, etc.



\* Write for details  
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# RECORD BRAKING!



Year after year, on road and track, in races, trials, and record-breaking runs, nearly all the most successful drivers have relied on Ferodo brake and clutch linings.

This enviable record of victories is striking proof of the high efficiency and complete dependability of these materials. Indeed, the experience gained in this way is an important factor in maintaining, and constantly developing, their technical excellence.

Linings that withstand the violent stresses of racing can be relied upon to give years of faultless service in ordinary use. It is significant that Ferodo linings are standard equipment on most British cars and heavy vehicles.

# FERODO

BRAKE AND CLUTCH LININGS

*Chosen for racing—safest for you*

FERODO LIMITED, CHAPEL-EN-LE-FRITH

*A Member of the Turner & Newall Organization*

**FOR BETTER AND MORE ECONOMICAL SUMMER MOTORING USE dag COLLOIDS**

## COLLOIDAL GRAPHITE

Use Running-in Compound and Upper Cylinder Lubricant containing 'dag' colloidal graphite to reduce your motoring costs and to gain maximum mileage from every gallon of petrol. With 'dag' colloidal graphite in the sump and petrol tank, frictional losses are cut to an absolute minimum; protection against engine wear is assured, and better and more economical motoring is achieved.

\* Learn how YOU can get better and more economical motoring by completing the coupon below.

MAIL COUPON FOR DETAILS

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ACHESON COLLOIDS LIMITED  
18 PALL MALL, LONDON, S.W.1

Please send literature and address of nearest supplier of special lubricants containing 'dag' colloidal graphite.

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PETTER  
Price £50



VILLIERS  
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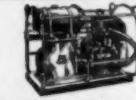
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Place your order with confidence. Each set is thoroughly tested by us, and is offered to you with a money-back guarantee. Carriage Free. Cash with order.

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COUNTY BRIDGE, WILLENHALL, STAFFS



Styled for Elegance and Durability



CAR  
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Tailor-made for perfect fitting • Finest materials in an attractive colour range with contrast piping • Available for most popular makes of car • Price list and patterns gladly sent on request.

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DHB



Rotoflo will lengthen the life of your present car by protecting chassis, suspension and body work against road-shocks. The exclusive Rotoflo Pressure Flow Principle provides a constant cushion action on even the worst post-war surfaces. Rotoflo need no topping up or maintenance of any sort and will reduce your servicing bills. You can enjoy these advantages TO-MORROW by asking your garage man TO-DAY to send your old shock absorbers with linkage to his nearest Rotoflo Main Distributor. Rotoflo can be fitted to most cars and light and heavy commercials.

*The next best thing to a new car  
THE NEW RIDE ON....*



Model A.1 for cars up to 12 h.p. where 2½" bolt hole centres are required.



Model A.2 for heavier cars and light commercial vehicles.



Model G.1 for cars up to 12 h.p. where 3½" bolt hole centres are required.

Manufactured and World Patented by

UNIVERSAL DAMPERS LIMITED

SHIRLEY

BIRMINGHAM

**NEW CARS OR OLD  
look  
smarter  
with**

**Ace-**

**'SILVER PEAK'**

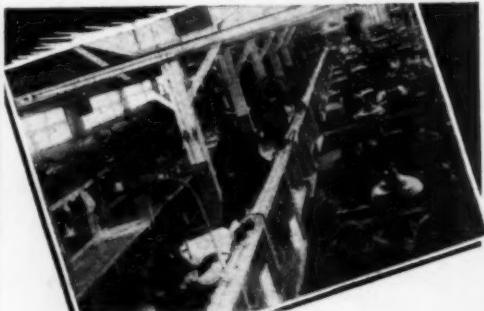
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BEST  
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**A HALL Sectional  
Timber Building  
for Every Need**

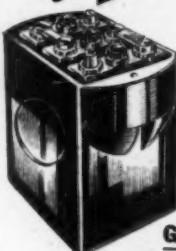
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**HALL'S**

PADDOCK WOOD  
TONBRIDGE KENT

For Every Make of Car and Commercial Vehicle  
there is a

# Gamage **MULTI-PLATE BATTERY**



## **GUARANTEED 12 MONTHS**

Write for full List of Sizes—a few Examples :

Type A.T. 6 volt, 60 amp., 7½ ins. x 6½ ins. x 5½ ins. 9 plates per cell.	83/-	Type U. 6 volt, 110 amp., 10½ ins. x 6½ ins. x 9½ ins. 15 plates per cell.	130/-
Type M.M.L. 6 volt, 60 amp., 8½ ins. x 6½ ins. x 7½ ins. 11 plates per cell.	92/6	Type C. 12 volt, 60 amp., 13½ ins. x 6½ ins. x 9½ ins. 9 plates per cell.	170/-
Type A.16. 6 volt, 70 amp., 9½ ins. x 6½ ins. x 7½ ins. 13 plates per cell.	105/-	Type M.10. 12 volt, 60 amp., 15½ ins. x 6½ ins. x 7½ ins. 11 plates per cell.	180/-
Type F. 6 volt, 85 amp., 9 ins. x 7 ins. x 9 ins. 13 plates per cell.	112/6	Type OX. 12 volt, 80 amp., 15½ ins. x 6½ ins. x 9½ ins. 11 plates per cell.	190/-
<i>Care and Packing : England and Wales, 6 units 7/-; 12 units 9½.</i>		<i>Supplied uncharged</i>	

New Motoring Accessories and Tool List free on request  
**GAMAGES, HOLBORN, LONDON, E.C.1**

# Here's your answer!



## Engine Running Hot?

Get overheating under control! Clear choked radiators and scaled-up cooling systems with RADFLUSH, which 'spring-cleans' the rapid easy, triple-action way. The exclusive RADFLUSH Inhibitor protects oil metals, including aluminium. Avoid pinking, warped valves and seized rings.

**HOLT'S RADFLUSH** CLEANS, INHIBITS AND PROTECTS 8/- complete treatment



## Cracked Block?

There's nothing simpler than WONDAWELD for repairing internal and outside cracks in cylinders. No dismantling — you simply pour it in, the result is a PERMANENT repair without standing vibration, heat and pressure. Installed in 30 minutes. WONDAWELD is endorsed by the entire Motoring Press.

**HOLT'S WONDAWELD**

1 pint 8/-, 1 pint 15/-, Quart 25/- Use 1 pint to every 3 gals. water capacity.



## WORN ENGINE

## Burning Oil? Lost Compression? Piston Slap?

PISTON SEAL compensates wear by forming a self-lubricating seal between piston and cylinder, reduces oil consumption, restores compression and eliminates in 30 minutes. PISTON SEAL is an interim treatment endorsed by the entire Motoring Press and gives up to 10,000 miles "new car" performance.

**HOLT'S PISTON SEAL**

Up to 12 h.p. 15/- Over 12 h.p. 25/- Motorcycles 8/-



## Easier Waxing!

Here is a rich WAX polish in a ready-to-apply liquid emulsion. WONDAWAX gives a hard protective film of brilliant gloss without the labour of hard rubbing! WONDAWAX lasts for months, does not rainsoften and with just a wipe over comes up like new. Look for WONDAWAX in the Butterfly tin for "beauty without effort."

**HOLT'S WONDAWAX** EMULSION WAX POLISH 2½ tin

### With Extra Protection



## and now - SPRAY GLASS CLEAN!

**HOLTS SPRAY** CLEANS INSTANTLY WINDOWS, WINDSCREENS & ALL GLASS HOLTS SPRAY, sprayed on and wiped off with a clean rag, removes mud, dirt, grease, insect stains and finger-marks from windows, mirrors, windscreen and all glass, leaving the surface crystal clear. Ready for use always — in the garage, on the road and in the home!

**HOLTS SPRAY** in the "Supersize Pack" Spray Bottle 2½ CONCENTRATE REFILLS 2½

**FREE!** For fuller details of Holt products that interest you, test reports, brochures, etc., write now to the sole manufacturers : DOUGLAS HOLT (Est. 1919) LTD. (Dept. AC47), 5-6 Eagle Street, Holborn, London; W.C.I Telephone : HOLborn 4891/2

Obtainable from GARAGES, HALFORDS BRANCHES, MOTOR ACCESSORY STORES Etc.

## New Plastic Metal repairs PERMANENTLY

### DENTED, HOLED AND RUSTED-OUT METALS, ETC.

LOY in Metal in plastic form. Repairs all metal surfaces—welded, riveted and cast metal—allowable to any shape; sets rapidly, can be filed, sanded, drilled. Withstands temperatures up to 100°C. and pressures equal to 150lb./sq. in. Applies like Putty—Sets harder than Lead 1—or, reduced with LOY Solvent, can be brushed or sprayed. For large holes and rusted-out sections LOY Sheet is used as a reinforcing base. Ideal for 1,001 jobs in the car, workshop or home.

<b>HOLT'S</b>	<b>LOY</b>	<b>LOY METAL</b> Handy 4½ Major 25/-
		<b>SOLVENT</b> Handy 2½ Major 8/-
		<b>SHETING</b> Handy (12" x 6") 3½
		Minor Size (42" x 6") 9½ Major Size (42" x 12") 27½
		<b>LOY HANDY KIT</b> (complete) 8/-



## Leaky Radiators?

A repair in 5 minutes while you drive! Stoppage permanent RADWELD—forms a permanent repair unaffected by high temperatures, water pressures or anti-freeze. No danger of clogging—contains no ordinary powders or corrosives. RADWELD IS DIFFERENT! Beats leaky radiator troubles safely and surely.

**HOLT'S RADWELD** For Cars 3½- For Trucks 6½



## Rust free Rad!

**CRYSTAL CLEAR COOLING WATER**  
RADIATOR INHIBITOR prevents all rust and corrosion in your car's cooling system. Action effectively on non-ferrous as well as ferrous metals. RADIATOR INHIBITOR keeps the entire cooling system clean, rust-free and corrosion-proof. One treatment lasts a whole season. Operates in anti-freeze.

**HOLT'S RADIATOR INHIBITOR** Price 2½



## Squeaky Water Pump?

Simply added to the cooling water Holt's ANTI-SQUEAK gives permanent lubrication, prevents the noise that causes立案 and ensures smooth efficient water-pump operation. One tin is sufficient for three gallons water capacity. ANTI-SQUEAK is non-injurious to any part of the cooling system, works equally well in anti-freeze and other additives.

**HOLT'S ANTI-SQUEAK** Water Pump Lubricant, per tin, 2½



*I choose* **CHENEY**



Motorists and Racing Aces—Motor Manufacturers and Service Specialists all choose the Cheney Connect Joint in the world withstanding the greatest inch-pound pressure. Fully patented, it is original equipment on famous British Cars and a standard component on British Aircraft. Every garage stocks the Cheney Connect—many sell no other.

**CHENEY Connect**  
the Stranglehold Hose Joint

Sole Distributors :

**FENTER LTD.**

184 ASTON ROAD, BIRMINGHAM, 6

## CAR RACING at BOREHAM RACE TRACK

CHELMSFORD - ESSEX

Come and see some of the leading British drivers battling it out on Britain's fastest and longest circuit. Excellent viewing all round the 3-mile track; ample catering and parking facilities.

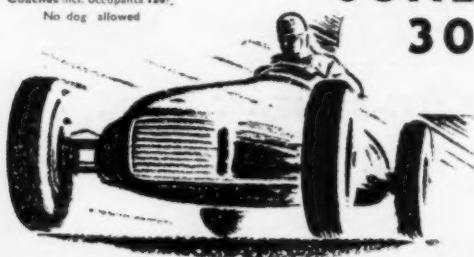
### ADMISSION

Including Tax

Cars with occupants	20/-
M Cycles rider only	6/-
Cycles	4/-
Pedestrians	3/-
Children	2/-
Coaches incl. occupants 120/-	
No dog allowed	

FIRST RACE 1 p.m.

**JUNE  
30**



ORGANIZED BY THE WEST ESSEX CAR CLUB. R.A.C. NAT. PERMIT C84

**RONUK**

## CARSHINE

- LIQUID  
EMULSION  
CLEANER  
POLISH &  
REVIVER

Provides the  
quickest way to  
brilliance and  
the best means  
of combatting  
“bloom” and  
traffic dirt.



**3/-  
PER TIN**

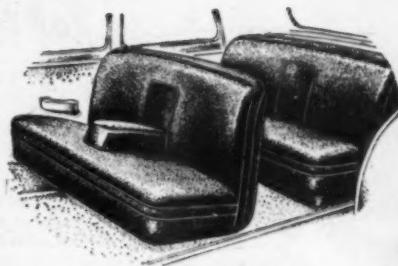
- And for a super-brilliant protective and lasting “finish” there’s RONUK CAR-WAX

**RONUK LTD. • PORTSLADE • SUSSEX**

FOR STYLE, ELEGANCE  
AND DURABILITY . . .

## *Rootes* LOOSE CAR SEAT COVERS

Rootes Loose Seat Covers improve your car in every way. Tailor-made from superfine felts of the highest quality, they fit like a glove and keep their good looks as well as their shape through a lifetime of hard wear. They are moth and shower proofed and can be dry-cleaned by the approved processes.



*Patterns available on application to Dept. A.C.*

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London, Birmingham, Manchester, Maidstone,  
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# CLEAN HANDS ?

Greasy, grimy, pore-clogged hands cannot be avoided by the motorist who services his own car. Soap and water are not enough. He should clean them with Duckham's Antiseptic Skin Cleanser the speedy, easy and effective way.

A blob on the hands—a rub, a rinse—leaves the hands thoroughly clean and the skin soft, smooth, supple and germ-free.

Ask your garage for a descriptive leaflet or write to  
Alexander Duckham & Co. Ltd.  
346, Kensington High Street, London, W.14.

Duckham's  
SKIN CLEANSER

WIDELY USED IN INDUSTRY FOR MANY YEARS



# LOOK! 5 Power-Operated tools for the Price of One!



- ★ TYRE INFLATION UP TO 30lbs.

- ★ SPRAYING

- ★ DRILLING
- ★ GRINDING
- ★ BUFFING

Ideal for the owner-driver or handyman in his workshop. This amazingly cheap compressor has five separate uses. No handyman or garage can be without this useful and adaptable tool. It is driven by a  $\frac{1}{2}$  h.p. A.C. motor and the power cost is infinitesimal. A 13ft. airline enables the job to be reached without difficulty. Complete outfit, including A.C. Motor Compressor, 13ft. airline, cycle pump or Schrader valve connector and attachment for drilling, grinding and buffing. Please state current available and whether Schrader valve or cycle adaptor required. Price £16·12·9

## A MOPAL FOR COMMERCIAL VEHICLES !

Simply fitted to any make of commercial vehicle, the "Heavy Duty" "MOPAL" MO. 4 compressor kit generates compressed air up to 90 p.s.i. Every lorry can now be a mobile workshop—deflating tyres, spraying, driving small pneumatic tools.

Dozens of other jobs employing compressed air are now within the reach of every vehicle owner. All outfits are complete with: 30ft. of airline, pressure gauge and tyre adaptor for single and twin wheels.

Installing the "MOPAL" MO. 4 unit on any commercial vehicle is a half-hour job and it pays for itself in time and money saved within a week.

Sole distribution rights are available for a number of territories (World patents pending).

Accessories such as Spray Guns and Air Tanks specially designed for the Mopal Unit are available.

Price £17·1·0

## THE OVERSEAS ENGINEERING CO., LTD.

194-200 BISHOPSGATE, LONDON, E.C.2.

Telephone : BISHOPSGATE 9878.

Cables : MYCAMYN, LONDON

**3**

### ESTABLISHED SERVICES USED BY THOUSANDS OF TRADERS

#### BRAKE CABLES

A fully comprehensive Brake Cable Replacement Service. Any make or type supplied at economical rates. Repairs within 24 hours or while you wait.



#### SPEEDOMETER CABLES

20,000 Cables always in stock. Any make or type supplied.

#### SPEEDOMETER REPAIRS

Speedometers, Rev. Counters, Electric or Lever Clocks, repaired by England's most prompt, efficient and economic service. Immediate replacements for most types, others within 48 hours. Clocks 7-10 days. Any make or type handled by our fully Qualified Staff.



ESTABLISHED 1938

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## 'Luxury Look' UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW  
for  
**FREE**  
PORTFOLIO  
OF ACTUAL  
SAMPLES



Protect the upholstery.  
Prevent "shine" on clothes  
Give your car an attractive  
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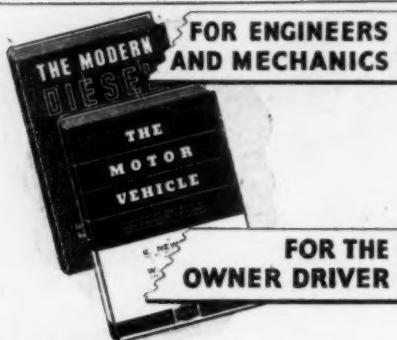
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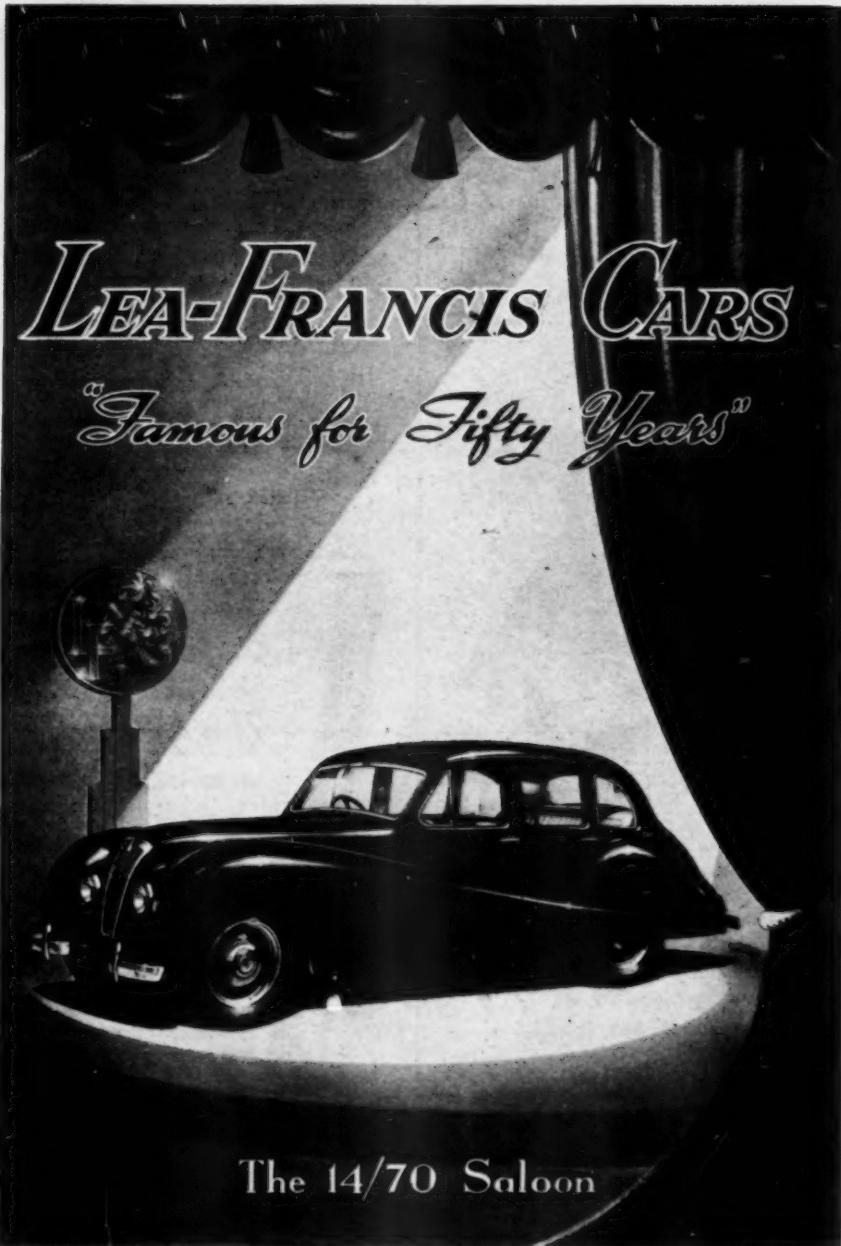
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# Autocar

FOUNDED 1895

No. 2899

FRIDAY, JUNE 22, 1951

Vol. XCV

## One Man Job?

**O**NE or two plain truths need to be stated concerning the report which, with a strict embargo "not for publication or broadcast before morning papers of June 14," enlivened the sultry tedium of summer newspaper offices on Wednesday, June 13. This portentously heralded epistle gave the impression that Mr. Alfie Barnes, the Minister of Transport, was interested in a new Highway Code that would be enforceable by law, concocted by Mr. Edward Terrell, the Recorder of Newbury.

It may be that Mr. Terrell has succeeded where many have failed. It may also be that one man is capable of codifying, without anomalies, the highway practices that have evolved over the centuries and, in his confidence, can allot penalties accordingly. Certainly Mr. Terrell is the author of a book on the law applying to running-down cases. But it is, in our opinion, most unlikely, in view of the complicated legal arguments that regularly crop up in highway cases.

It may be, also, that the bold and forward-looking planners of the Government are right in showing favour to private theorists who approach them with deep-laid schemes. But we would politely remind Mr. Barnes of the fiasco which resulted from a previous Minister of Fuel and Power's listening too closely to the blandishments of a gentleman who proposed to drive the Minister in an "atomic" car.

What can be stated is that safety on the road will not come from more laws and more and bigger penalties. In plain fact, passage on the highway these days is so complicated that a large proportion of the public are finding it beyond their capabilities. As a result, accidents happen. The remedy is to simplify the procedure by building foolproof roads, with segregation of traffic and strictly one-way flow. The proof lies in the accident record of the railways, planned to comply with these principles, which is almost without blemish.

## Jaundiced

**T**HE many thousands of motorists visiting France (and the Continent in general) this year have some grounds for their dissatisfaction over lighting. Whilst it is true that left-hand dipping and white lights are excused on the part of mad Englishmen staying less than one month, an innate road courtesy causes most intending tourists to make an effort to convert their lamp systems.

The effort, as is shown by the instructions on a later page, is a considerable one, involving, in the extreme, taping up existing leads and installing new ones. Taped extremities are, or should be, an electrician's nightmare, and the installation of additional leads on the modern car is rarely plain sailing, particularly to those whose hands the soldering iron is an unfamiliar and therefore clumsy weapon.

Even the simple yellowing of the beam to suit French conditions is no easy matter. Yellow bulbs to fit most existing British sockets are not obtainable and the makeshift 'jaquet' must be sought after with some diligence. *The Autocar* has attempted to obtain the recommended variety of lacquer straight from its manufacturers, only to be met with the statement that none is available, the raw material not being forthcoming from the U.S.A.

All in all, tourists in France would be well advised to fall back on the lighting method advocated by this journal a short while ago. Fit a fog lamp so that its beam impinges on the right-hand verge when the car is on the right side of the road; obtain three yellow fog discs that fit over the fronts of lamps, using two for the head lamps and one for the fog lamp, and then dip by switching on the spot lamp and extinguishing the head lamps. Troublesome, but, until someone does something about an obvious shortcoming, necessary. But even this arrangement does not seem to be acceptable in Belgium.

# Double 70

70 M.P.H. AND 70 M.P.G.

The low overall height is illustrated when the car is shown in front of its co-designer (Dick Caesar). The frontal area is small, the exterior smooth, and the single head lamp is concealed behind a grille.



ONE often hears of racing cars developed out of their touring counterpart, but it is unusual to find that the reverse has happened. The designers of the successful Iota 500 c.c. racing car, R. D. Caesar and R. Bickerston, of Iota Racing Cars, Bristol, decided to build a small road car, in the first instance for their own use. Unlike many of miniature cars, and perhaps because the two above-mentioned enthusiasts were building it, this vehicle was required to have performance in the real sense.

In the interests of weight economy it was decided that the machine should be of monocoque construction, and this has been carried out to the extreme. The body consists of an elliptical section structure to which the other components are bolted and riveted. A hole is cut in the top of the skin to accommodate the driver and passenger, and additional stiffness is provided by means of a scuttle pressing which is, in fact, a hollow former fitted into the body structure, and through which the feet of driver and passenger reach the floor.

Front suspension attachment points consist of two plates running forward from the front end of the main structure, and these are in turn braced by means of

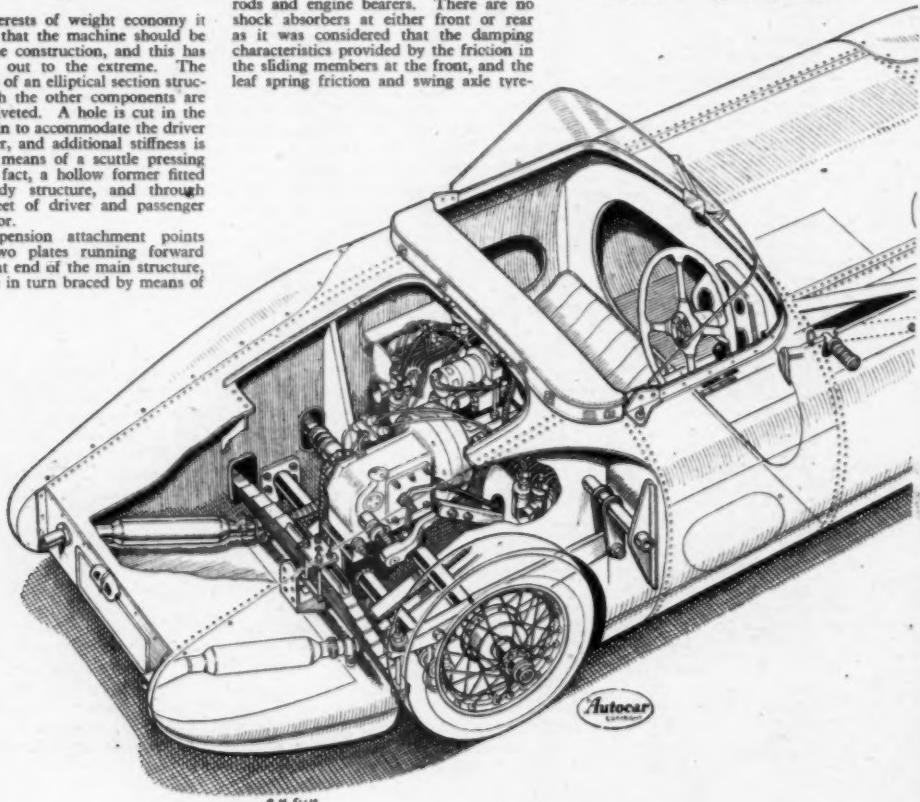
the wing panels and also the undertray, which extends round the front of the car and up to the position normally occupied by the grille, forming a very light and rigid shell. Independent front suspension is fitted, employing the vertical coil spring and sliding tube principle, with a one-piece track rod coupled to a scuttle-mounted epicyclic steering box.

A structure similar in principle to that at the front of the car is used at the rear, but in addition, a number of bracing tubes carry the rear leaf spring mounting, radius rods and engine bearers. There are no shock absorbers at either front or rear as it was considered that the damping characteristics provided by the friction in the sliding members at the front, and the leaf spring friction and swing axle tyre-

scrub at the rear, coupled with the extremely light weight of the vehicle, would make additional damping unnecessary.

The rear-mounted engine is the sports Douglas 350 c.c. flat-twin motor cycle unit, plus gear box. This engine develops 18 b.h.p. at 6,000 r.p.m., while the torque curve is comparatively flat, with a maximum of over 17 lb ft at about 4,500 r.p.m. The engine transmits power by final chain drive to the live swing axle unit. No differential is fitted.

Cooling air is supplied by means of



*Autocar*  
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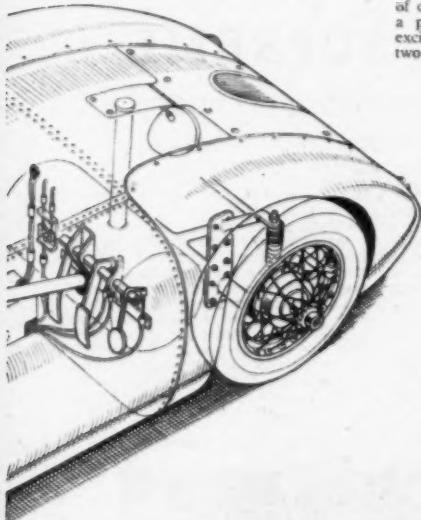
R. H. Ellis

## PLANNED FOR NEW IOTA 348 c.c. SPORTS CAR

ducts in the bottom of the body, which convey air upwards and backwards to the cylinder blocks, which are suitably shrouded. Hot air then passes out through louvres in the top of the engine compartment.

The four-wheel brakes are cable operated and fitted with wipper tree balance compensators; this system works quite well, but Lockheed hydraulic brakes will be fitted on the production version. Normal car-type clutch and throttle controls are fitted, but the hand operated version of the motor cycle foot change gear shift is retained. Starting is effected by a remote control kick start operated from the driving seat. The motor cycle ignition and air controls are also retained, and these are mounted to the side of the cockpit.

Entry and exit on this car cannot be described as easy, owing to the fact that the two-piece windscreen and sidescreen structure is at present fixed and one has to step over the top of this to get into the car; but again, as the overall height of the vehicle is only 3 ft 3 in., this is, perhaps, not such a great hardship. The usual method is for the driver to get in first and fold back the passenger seat, revealing a rubber covered mat used for standing on in the mid-way position.



Ducts direct cooling air over the cylinders, and as the hot air outlet is at the top, it is claimed that natural convection currents prevent the engine overheating when the car is stationary in traffic. The remote control "kick-stick" and gear change mechanism can be seen on the far side of the gear box. The speedometer gears are mounted in front of the final drive chain.

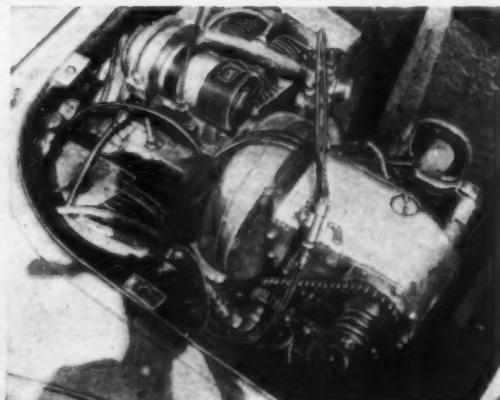
The diagram just above shows b.h.p., torque and fuel consumption curves.

This is necessary, as the bulkhead is in such a position that it finishes level with the front of the seat, and one would otherwise have to stand on the upholstery to get in.

Once inside the car, the amount of room is impressive. As the compartment extends the full width of the body, and stretches from the back of the seat to a point just aft of the front wheels, the feeling given is that one is sitting in a rather comfortable bath. And although no external luggage locker is provided, there is ample room for one or two suitcases by the side of the passenger's legs.

It is the aim of the designers to go into production with a car similar in principle to this first experimental model, and they hope to offer the public a "double 70"—that is, 70 miles per hour and 70 miles per gallon. Preliminary tests seem to show that they are within sight of achieving this, as a 70-plus reading was shown on the speedometer and on a 300-mile run 75 m.p.g. was claimed. During a brief run in this car by a member of *The Autocar* staff, motor cycle, rather than minicar, performance was suggested. This, incidentally, was coupled with motor cycle noise, too, but this matter is being attended to.

This journal has often expressed the view that there is a market for this type of car, and the Iota shows that it can be a practical proposition, providing quite exciting and very economical travel for two persons.



The instruments are grouped behind the steering wheel, and ignition and air controls are mounted on the extreme right-hand side of the body. A neat cover encloses the open hood. Just to the rear of the gear lever is the scuttle bulkhead which effectively stiffens the structure.

## SPECIFICATION

**Engine.**—Douglas sports. 2 cylinders, 60.8 x 60 mm (348 c.c.). Inclined overhead valves, push-rod operated. Compression ratio 7.25 to 1; 18 b.h.p. at 6,000 r.p.m. Max torque, 7.05 lb ft at 4,500 r.p.m.

**Transmission.**—4-speed gear box in unit with the engine, fitted with remote control lever. Overall gear ratios: top 5.86, third 7.42, second 10.1, and first 16.3 to 1. Final drive by chain.

**Suspension.**—Front independent coil springs and sliding tubes. Rear independent by transverse leaf spring and swing axles.

**Steering.**—Epicyclic. 1 turn from lock to lock.

**Wheels and Tyres.**—Wire-spoked non-detachable wheels with 4.25-15in. tyres.

**Electrical Equipment.**—6 volt. Motor cycle type battery; single central head lamp; wing side lamps.

**Main Dimensions.**—Wheelbase 7ft 2½in; track 3ft 7in front and rear; overall length 12ft 5½in; width 4ft 4in; height (to top of screen) 3ft 3in. Ground clearance 3in. Weight (in running trim with 5 gallons fuel), 6 cwt 3 qr 12 lb (768 lb); front wheels 35 per cent; rear wheels 65 per cent.

**Brakes.**—Cable operated, six drums.

**Performance Data.**—Frontal area 12½ sq ft. 52.5 b.h.p. per ton; 2.2 lb per c.c.



Excitement was immense at the start, when Villoresi (Ferrari) took the lead, followed by Farina's Alfa Romeo, Ascari's Ferrari, Fangio's Alfa, Taruffi's Ferrari and the pack of Talbots.

## ALFA ROMEO STILL SUPREME

ASCARI AND VILLORESI (FERRARI FOLLOW FARINA HOME  
IN BELGIAN G.P. AFTER FREAK MISFORTUNE TO FANGIO

**W**HEN practice for the Belgian Grand Prix got under way it was at once made clear that this year's event would be run at higher speeds than the record-breaking 1950 race, and it was no wonder. The customary small but select entry included three of the latest Type 160 Alfa Romeos in the hands of Farina, Fangio (last year's winner) and the stone-wall Sanesi; three Ferraris driven by Ascari, Taruffi and Villoresi; and the seven Talbots of Pilette and Claes (Belgium), and Rosier, Etancelin, Chiron, Levegh and Giraud-Cabantous. Because of mis-

fortune at Goodwood, Birra's Osca was scratched, as were Reg Parnell's Ferrari and Gonzalez' Milan.

Belgians flocked to the Francorchamps circuit, in the Ardennes, to see the practice, for this was the first joint appearance of these Alfas against a team of the latest 4½-litre unsupercharged Ferraris. The extra fuel tanks, previously used by Farina, were now fitted to all the cars; the latest engine improvements, previously made to the car used by de Graffenreid at Berne, and claimed to give an extra 20 b.h.p., were also incorporated in all,

and the use of de Dion rear axle layouts, as used on Sanesi's car at Berne was extended.

On the sunny Thursday before the race, Fangio got all set to repeat last year's triumph, with a lap in 4 min 25 sec—nearly nine seconds faster over the 8.77 miles circuit than Farina's 1950 record. The record-holder himself was three seconds slower, with 4 min 28 sec. The best the Ferraris could manage was Taruffi's 4 min 40 sec, with Villoresi one second slower.

On Friday rain made matters difficult.

Villoresi in a hurry : After taking the lead for the first two laps he dropped back to third place because of pit stops.



but did not prevent the presence of still larger crowds. Fangio was fastest again with 4 min 36 sec, and Farina was down to 4 min 44 sec. At the hairpin at La Source, the last corner of the circuit, Pilette, a well-known Belgian driver new to Formula 1, clipped the bales with his Talbot; Rosier did the same, and the Ferraris executed some dicey slides during violent wheelspin coming out of corners. All the time, the Talbot of Johnny Claes—the Belgian hero—was sounding unhappy. It did not seem to worry him, however; "carburetors, but it'll get fixed," being the verdict.

### Ferrari Speeds Up

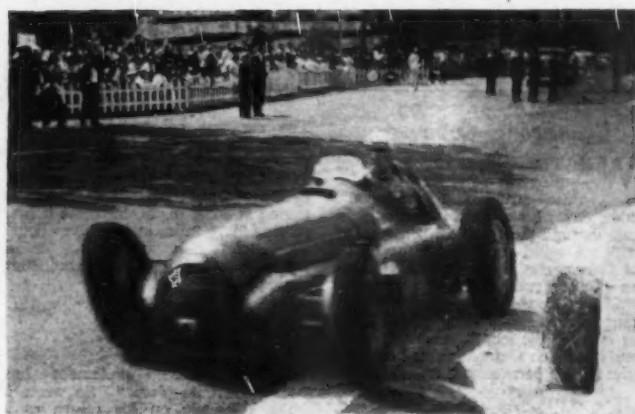
Saturday morning brought sunshine again, and a lap in 4 min 29 sec by Villoresi in a Ferrari! This was only a second slower than Farina's best and, bearing in mind relative fuel consumption, put the Ferraris right in the running for victory.

Typical of Continental racing outlook, Pilette proceeded to do a couple of laps after the circuit—normally an ordinary road—was reopened to the public. Drivers of ordinary cars, overtaken by a Talbot indulging in nicely controlled drifts, were horrified, thinking that they must have intruded on the practice. To cap it all, Pilette, satisfied with the car, proceeded to drive the Talbot away from the circuit in the general direction of Francorchamps village!

The race mood was set: Europe's fastest circuit, fastest cars, fastest drivers. The classic 500 km distance (actually 508, or 315.9 miles). An ideal up hill and down dale course in famous, leafy countryside. Long before the start loudspeakers were howling out lane information, reminding the Belgian crowd that countryman Pilette was the son of the 1914 champion, advertising everything from beer to plugs; all interspersed with the inevitable accordion records. In the air were more advertising "barrage" balloons, a helicopter and blue sky but, on the ground, the cars recaptured attention.

In the front row were Fangio, Farina (Alfas) and Villoresi (Ferrari), with the Ferraris of Taruffi and Ascari behind them. The third Alfa, of Sanesi, was in the third row with the Talbots of Ronier and Giraud-Cabantous. Etancelin and Chiron were next with, finally, the remaining Talbots of Claes, Pilette and Levegh.

In the blasting din of their departure, the crowd craned round to see who would



Aided slightly in this picture by camera distortion, the wheels of Farina's Alfa adopted contradictory angles fore and aft on corners.

be first into the first bend, before the uphill curve—and it was Villoresi's Ferrari! Farina was close on his heels with Ascari and Fangio close behind. Ferrari—Alfa—Ferrari—Alfa: it looked like a real battle. Part way round the first lap Etancelin retired with transmission trouble, and, by the third of the 36 laps, excitement grew as Farina snatched the lead. Ascari passed Villoresi on the next lap, and Fangio did the same a lap later.

### Villoresi Losing Ground

On the ninth, however, Villoresi came into the pits, dropping to fifth place, leaving Farina and Fangio out front, chased by Ascari's Ferrari. By this time the Talbots were dropping back decisively, despite their great power on the hills. Farina had already lapped Levegh and Pilette. On lap 14 Farina had a 57 sec stop for fuel and rear wheel change, putting Fangio in the lead. The Argentinian then came in for his fuel and a change of rear wheels—but one wheel wouldn't come off! Madly the *mécaniciens* hammered and pulled, while seconds ticked into minutes. Fangio, displaying amazing fortitude, stood at the front of the car like a torero at a *whist* drive, relinquishing this position only to apply some desultory blows himself while mechanics feverishly

consulted each other. Ultimately, the wheel was removed—complete with brake drum, expansion from heat having caused a jam up. Still the brake drum was adamant and, nearly a quarter of an hour after Fangio came in, he was off again to cheers with a new tyre on the same rim. Although his efforts had previously given him the new lap record in 4 min 22.1 sec, with this misfortune he was relegated to a ninth place.

Meanwhile, Sanesi had retired and Farina was in the lead to stay, giving an incredible display of his fantastic skill by doing five laps at 4 min 27 sec without being more than a second out—and over a hilly circuit of nearly nine miles. It is difficult even to comprehend such utter precision.

### At the back

In the rear of the field Pilette, driving extremely well for his first G.P., was victorious in the Belgian battle with Claes, whose car still sounded asthmatic. Louis Chiron had had to change two plugs three times (the last being for extra hard plugs), but, after passing Levegh, he was soon pushing up into the field again, and bounding after Giraud-Cabantous. By lap 28 Chiron was sitting right on Cabantous' tail, only to have to roll in and retire at the end of the lap with a gasket and one piston gone; and this on a day when he felt "in good condition"!

Fangio had now lapped part of the field three times and Ascari was two and a half minutes behind in second place. Villoresi clung to third farther back still, and so they finished, with only the three cars completing the full 36 laps. Louis Rosier fourth, was two laps behind after a drive worthy of his reparation, with Giraud-Cabantous chasing him, and the rest of the field straggling up to four laps after Farina. A 1951 Grand Prix for once in ideal conditions, with an organization of which the Belgian R.A.C. should be proud.

### RESULTS

Race distance: 56 laps of 8.77 miles. 515.07 miles.  
1. Alfa Romeo (G. Farina), 20h 45m 46s. 114.35 m.p.h.

2. Ferrari (A. Ascari), 2h 48m 37s. 112.4 m.p.h.  
3. Ferrari (L. Villoresi), 2h 50m 6s. 113.59 m.p.h.

Also running at end: Talbots (L. Rosier and Giraud-Cabantous), 3 laps behind Talbots (P. Pilette and J. Claes), 3 laps. Talbot (P. Levegh) and Alfa Romeo (J. M. Fangio), 4 laps.

Fastest lap (record): Alfa Romeo (J. M. Fangio)  
Av. 10.17s. 120.58 m.p.h.



Brute force had to be used on the wheel of Fangio's Alfa Romeo, which finally came off with the brake drum. (Fangio in white helmet.)

# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Urban Calm

**W**HAT a civilized city is Oxford—using the adjective in a strict sense—struck me forcibly the other day. I was lunching in a small café through the open-sash windows of which I could contemplate the bustle of Cormarket Street; bustle yes, but an infinitely subdued bustle to one who works in London. I was at sufficient range not to hear the traffic, deadened as it is by the length of rubber-block surface which Oxford has had for long past in that particular street. To drive



Subdued bustle.

in Oxford, however, is another thing. It is the very dickens nowadays to find somewhere to leave your car convenient to where you wish to call, and at every turn it seems you are confronted by "No Entry," or "No Right Turn" if you happen to want to go that way, or "No Waiting" signs. Yet the Northern by-pass does not readily serve on south-north routes to relieve the city of through traffic.

♦ ♦ ♦

## Rare Bird

**A**S I walked back to my eventually parked car—on probably unauthorized ground, outside the New Bodleian—a car at the kerb in Broad Street was puzzling three young men in sports jackets and flannel trousers who finally disappeared into that building. It puzzled me, too, until I got round to the front of it, being interested enough to have a look myself, as a first glance suggested it was a disguised Jaguar and one of the young men had dismissed it, I overheard, as being something German. In point of fact it was a Lammas Graham drop-head coupé, a name that rang motoring bells of some few years before the war. I wonder if more than 25 cars with that name plate on the radiator were built.

The basis was the American Graham with a side-valve engine of 3½ litres, fitted with a supercharger of centrifugal fan type and provided with English bodywork. It appeared at Olympia in 1936 on the Graham stand.

The car was sponsored by a firm known as Lammas, Ltd., under the chairmanship of Lord Avebury, and in 1936 Charles Follett drove a stripped open model at Brooklands under official timing at 86.92 m.p.h. for three hours, putting 95.78 miles into the best hour. So much for a stroll along Broad Street, Oxford, by a reminiscent Scribe.

♦ ♦ ♦

## Unpleasant

**S**OMETHING unpleasant has taken its place." So wrote a colleague on his return to a non-welcoming England. I felt a curious sympathy with the statement, because my mail-bag confirms it. There are readers who write to say that the addressee is a funny old codger, but that they like his stuff in spite of that. There have always been readers who write to say that they don't agree with this or that, and do I not think that their idea is a better one? With these amiable gentlemen I am at home, and many a paper friendship have I built up as a result. But a new type of letter has crept in of late years that, quite frankly, shocks me. It is



Mail-bag confirms.

virulent and unreasonable, and frequently libels me, the car manufacturer, or some inoffensive authority which has ventured to voice an opinion. A spirit of hatred is breathed into it, so much so that I often study such letters and speculate on whether some organization prompts them in order to foster bad blood.

♦ ♦ ♦

## Storm

**H**EADING homeward in a highly polished Skreinenwagen the other night, I watched anxiously the black clouds from which the rain was streaming. Should I get to the garage in time? There is a great air of achievement about dodging rain for three or four days after the car has been cleaned and waxed. I rocketed up to the house, still on dry roads, and inserted the precious vehicle into

shelter as a drop or two began to fall, very glad that the storm had kept a little to the north of my east-west route.

I might have remembered my poor colleague, driving his new Jaguar down from the Coventry works. At 30 m.p.h. (or thereabouts) he plugged on through the streaming hordes of an English wet evening, the rain beating a tattoo on his new cellulose. Still, it gave the new wipers a good test, and at one time, certainly, cold water was reckoned to be good for "setting the varnish."

♦ ♦ ♦

## Welcome Traits

**A**N intensive burst of motoring, after a period of more local activity, reminds me once again of the changes one finds in different parts of Britain. On a trip on A40 from South Wales to London, I wanted a small hole drilled—the work of about a minute. Stops at about eight open service stations failed to elicit even interest.

On the Silverstone run, however, I had a cylinder head gasket changed after ten at night by a small (largely agricultural) garage in Winslow, and at the garagist's own suggestion. The garage was closed and I had sought out the proprietor simply to try to obtain a gasket. This area is usually good for service help, and has other surprising characteristics—including refusing money! I was reminded of this when I filled up with petrol at another garage and paid a penny too little. Realizing my mistake, I called back to the attendant who, over his shoulder, informed me pleasantly that that was near enough.



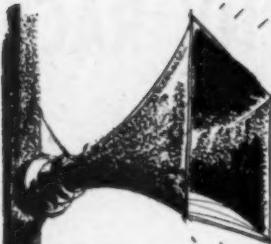
Sought out the proprietor.

♦ ♦ ♦

## Where to Park

**R**EPORT from a local paper: "He was led to believe there was to be a meeting of Chief Sanitary Inspectors of Leeds and surrounding district, and did not appreciate that it was to be used as a car park." Neither, I presume, would the inspectors.

# CASTROL WINS



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\* \* \*

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st (JAGUAR)

UNDER 1,500cc CLOSED CARS  
**1** JACK READINGS  
st (M.G.)

Subject to official confirmation

CASTROL (C) THE MASTERFEE IN OILS.

# BRITISH EMPIRE TROPHY RACE

*won on*



K.L.G.

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(FRAZER-NASH)

2<sup>ND</sup> BOB GERARD  
(FRAZER-NASH)

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K.L.G.

*sparking plugs*

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# NEWS and VIEWS

## G.M. Halt

FROM July 28 to August 6 the vast American organization of General Motors will close their works owing to shortages of raw materials. Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac factories will be the first to close.

## Alpine Passes

ALPINE passes now open include the Simplon, Maloja, Ofen, Julier, St. Bernardino, Lukmanier. The following passes will be open about the end of the month: Susten, Grimsel, Furka, St. Gotthard and Fluela.

## F.M.I. Summer Meeting

THE summer golf meeting of the Fellowship of the Motor Industry will take place on July 7 at the Hawkstone Park Hotel and Golf Course, Weston-under-Redcastle (eight miles from Shrewsbury). There will be singles in the morning and two-ball foursomes in the afternoon.

## New Light Willys?

IT seems certain now that the Willys-Overland company of America, manufacturers of the Jeep, will go ahead with the production of a new low-priced small car, the company believing that the trend of American motoring in the next few years will be in this direction. Tooling-up has been completed and Willys-Overland believe that they will be able to get enough steel to begin production. The Jeep models will continue.

## Gift to College

A SECTIONED Austin A.40 engine was presented by Car Mart, Ltd., to the College of Aeronautical and Automobile Engineering in London on June 14. During a reception the presentation was made by Mr. V. P. Fitz-Simon, of Car Mart, and thanks were returned by Mr. D. G. Duguid, M.A., M.I.Mech.E., vice-principal of the college.

The engine, which is completely sectioned and coloured, joins what is now a large and comprehensive collection of car and aircraft engines, most of which are used by the students in practical work on trouble diagnosis, fitting and assembly.

## Aerodynamic Tests

CONSIDERABLE interest has been shown in the two photographs on page 656 of the June 8 issue, illustrating air eddies round a Bristol car model in a "smoke tunnel," and round an actual car by means of attached tufts of wool. The photographs were taken by the Department of Aeronautical Engineering of Bristol University, which, as its name implies, is very much occupied by aircraft research. The Department is, however, eager to undertake a complete programme of wind tunnel testing with the co-operation of a car manufacturer. The University's Professor of Aeronautical Engineering is A. R. Collar, M.A., D.Sc., F.R.Ae.S., and the lecturer in aeronautical engineering is Joseph Black, M.Sc., A.F.R.Ae.S.

## Buying British?

Ray Milland, film star and sports car enthusiast, with Mr. R. G. Gillespie and Mr. J. R. Davis, members of the Peter Salter Organization marketing British cars on the U.S. West Coast. Around them is the "merchandise."



## Working Party for Roads?

THE well-known authority on roads and road transport, Mr. W. Rees Jeffreys, advocated a working party of road interests to assist authorities in road and road planning matters, in a recent speech to the Roads Improvement Association. He said that roads were yearly becoming more unequal to the public needs, and that the pro-railway bias of the Treasury was causing increased transport costs and costs of living. Undue centralization in the control of nationalized services, including roads, was checking individual initiative.

## Festival Improvement

FESTIVAL traffic arrangements in the inner London area have resulted in an improvement of traffic flow, according to the Home Secretary. No changes are yet contemplated in the arrangements apart from some relaxation in certain individual streets.

## ROAD TRANSPORT—PAST AND FUTURE

IN an extraordinarily comprehensive Paper read to the Institution of Civil Engineers on Monday, June 11, Mr. John Shearman, M.I.Mech.E., and Mr. B. B. Winter, M.I.Mech.E., surveyed the history of road transport by internal combustion from 1851 to 1951. Perhaps the section of the Paper of greatest interest to normal motorists is that in which the authors give their personal opinion as to future developments.

The industry, state the authors, must develop its technical and scientific approach to the utmost, and a problem which will have to be faced is the point at which complication must stop because of its effect on the selling price. Up to now the designer has added complication upon complication, with the production engineer keeping pace by pulling down the cost of production, but management will soon have to consider whether there will have to be a trend towards simplicity.

Assuming availability of fuels from 85 to 90 octane, pronounced steps in engine design are likely to achieve higher performance with lighter power units. Above all, economy figures far in advance of today's should be attained. The short-stroke engine is likely to predominate, but the authors feel that a new type of valve

## Unjust Tax Stays

IN spite of strenuous efforts by members of all parties, the Chancellor refused to modify the 25s per horse-power rate on cars first registered before 1947. Mr. Gaitskell used the time-worn excuse that the concession would cost £6,000,000, and he could not agree that the fact that petrol taxation revenue had increased by nearly that amount last year was relevant to the question of this year's expenditure.

He maintained that the owners of old cars were not poor in relation to the general body of tax-payers and said that the fact must not be overlooked that some of them had made substantial gains as a result of the rise in prices of second-hand cars (cries of "Oh").

The Government recognized that there was an anomaly but Mr. Gaitskell did not accept that it was a serious case of hardship.

All of which goes to show that where hard cash is concerned British scruples of fair play can conveniently be forgotten.

## ROAD TRANSPORT—PAST AND FUTURE

may replace the poppet. Much work remains to be done on combustion chambers.

Intense activity is likely under the heading of transmission. On large cars a simple form of hydraulic torque converter is necessary, and extensive use of over-drives. With smaller cars, there is likely to be an easily selected high gear for cruising.

The authors feel that suspension is likely to become controllable by hand or by automatic means. They are not over-enthusiastic about the prospects of independent rear suspension.

A plea is made that British styling shall remain individual, especially as regards frontal aspect. There should be a trend towards the functional and away from "embroidery."

With regard to performance in general, an improvement should be effected in power-weight ratio.

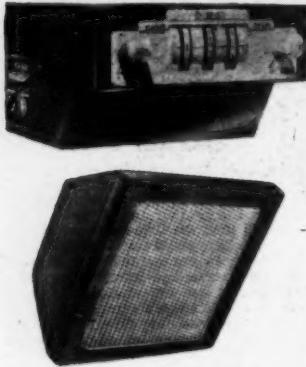
The authors are again pessimistic regarding the gas turbine. They say that its signal success in aircraft does not necessarily imply that it is suitable for road transport. It is most likely to be seen in heavy vehicles. Against its adoption for cars they maintain that the piston engine has far from reached the limits of development.

## NEWS and VIEWS

### New Radio

A FIRM which has competed for some time in the car radio field, Delco-Remy-Hyatt, has produced a new set which will be on sale at the end of this month. It is called the Trimatic. There is only one control for obtaining three pre-set stations, on long or medium wavebands, and "free" tuning is available by means of three drums of generous diameter with milled rims.

Two units form the set; a speaker which can be mounted as desired, and



The receiver and tuning control unit of the Trimatic car radio and the separate speaker.

the combined receiver, power pack and control unit. The latter is 9in deep, 7in wide and 4in high, and the speaker is 7in square. Special attention has been paid in design to motoring requirements, such as suppression of interference, automatic volume control and selectivity. Easy alteration of the pre-set stations is available without tools, and the set is suitable for 6- or 12-volt circuits by means of a small adjustment. It is finished in chocolate brown with a cream plastic control face and bronze speaker grille. Cost of the Trimatic is £18 18s, plus £8 17s 3d tax.

### Exide Agents Convene

SCARBOROUGH was the scene this year of the Exide service agents' twenty-second convention, held from June 5 to June 8. Highlight of the convention was the annual banquet on June 7, when Chloride Batteries, Ltd. entertained 598 guests, amongst whom were the Mayor of Scarborough and the Mayoress. Speeches were light in manner and strictly rationed in time in order that guests should have ample opportunity to let their hair down."

### Coachbuilders at Play

ON Saturday, June 30, the midland centre of the Institute of British Carriage and Automobile Manufacturers will hold its annual sports meeting at Droitwich. Golf competitions on handicap take place at Droitwich golf course, the Mansell-Adams cup being the morning prize for the best net score and the Lord Austin cup being played in the afternoon for the best score versus bogey. Also during the afternoon the bowls com-

continued

petition for the F. I. Connolly challenge cup will be held at Hadley bowling green, near Droitwich.

### Empty Parks

LESS use than was expected has so far been made of the London Festival car parks, and the Ministry of Transport has decided to close some of them for the time being. Asked if they could be used as playgrounds or if the fee could be reduced and coaches allowed in, the Minister of Transport made no reply.

### Breakdown Extension

SIX prominent garages in the London area have now been included in the A.A. radio-controlled breakdown service, and their vehicles will form an addition to the radio-controlled vans already operated by the A.A. The areas are Brentford, Wembley, Southgate, Woodford, Eltham and Streatham, and the Association has provided radio equipment for each vehicle.

### Two-wheeled Pioneers

A SUMMER Rally of 58 members of the Association of Pioneer Motor Cyclists, at the Commonwood House Country Club, Chippingdon, Hertfordshire, last Sunday, was really a car rally. Members of this pioneer club qualify for full membership if they held a motor cycle licence before 1904. Companion members are accepted if they have held a licence for over 40 years. The present total of membership is 383. The President, Mr. G. Geoffroy Smith, M.B.E., was chairman at the luncheon and the general meeting which followed.

## TUNING THE XK120 JAGUAR

THE Jaguar service and spares organization has just issued *Service Bulletin No. 95*, and this is likely to cause a flutter amongst XK120 owners, because it gives all the necessary and official "gen" on how to make the XKs go faster for competition purposes.

*Bulletin No. 95* is highly interesting. It explains that the XK engine is standardized with a choice of three different compression ratios, which are supplied according to the octane quality of the fuel in use in particular countries. Thus the 7 to 1 ratio is provided for home cars, where fuel with an octane number of approximately 72 may be obtainable. No advantage can be gained by raising the ratio above 7 to 1 unless a higher octane fuel is used. The performance of the engine can be improved by other methods.

An 8 to 1 ratio is normally supplied for export countries where good fuel of 80 octane is available. Again, no advantages can be obtained by raising the ratio above 8 to 1 unless better fuel still is available. Finally, a 9 to 1 ratio can be used in conjunction with 85 octane fuel, or 80 octane fuel plus 10 per cent benzole. Incidentally, the compression ratio of any XK engine can be found from the engine number. If the suffix 7 appears after the number, the compression ratio is 7 to 1. If the suffix is 8, the ratio is 8 to 1, and so on.

The first point that the Bulletin makes is that every part necessary is stan-

dardized, numbered, and the price given. This must be almost the first time that a British car manufacturer has made public his secrets of tuning and arranged to supply all the parts needed for its different degrees. The performance of 7 to 1 compression ratio engines can be improved by high lift camshafts, special timing, R.F. carburetor needles, Champion NA8 sparking plugs, a lightened flywheel, and a special crankshaft damper.

The 8 to 1 compression ratio engine can be improved in the same way, but using Champion NA10 plugs. A 7 to 1 engine can be converted to 8 to 1 with the aid of special pistons; a different distributor is required. For tuning the 9 to 1 engine the parts required additionally or alternatively to those mentioned for the 7 to 1 engine are special pistons, distributor, carburetor needles, and NA12 plugs. The timing again is slightly different.

In all engines, for racing the suction automatic advance should be dispensed with, the main water thermostat removed and the by-pass blanked off; a further requirement is a manually operated switch which should be wired up for the cold-starting carburetor.

To obtain the maximum performance a special dual exhaust system must be fitted. This, however, reduces the ground clearance by about 2in.

With the modifications mentioned above the maximum engine power is de-

veloped at 5,800 r.p.m. instead of 5,400 r.p.m.

A special clutch, tested at high r.p.m. and having a solid centre plate, with linings riveted and cemented on, is needed to stand up to racing starts.

Both front and rear suspension have to be stiffened up. As regards braking, the best results are obtained by using standard drums and standard shoes fitted with Mintex M14 linings. For long races, shoes fitted with ½in linings (instead of ¼in) should be used in conjunction with special micro-adjusters and pull-off springs. It is advantageous to provide air scoops for the brakes, and ventilation holes to the rear of the back plates. Spats and wheel nave plates should be removed when racing. There is a choice of four rear-axle ratios, to suit particular circuits and circumstances. The highest gear is 3.27 to 1, suitable for very fast circuits having straights at least three miles in length. This can give 145 m.p.h. at 5,800 r.p.m. The lowest is 4.3 to 1, giving 112 m.p.h. at 5,800 r.p.m.

As regards the body, weight can be saved and a more firm seating position obtained by the use of bucket seats. Racing windscreens and cowling are available. Finally, it may be repeated that this informative bulletin gives the price of every needed component. As an example, the high lift camshafts cost £15 each, and 9 to 1 compression pistons £3 10s each. The dual exhaust system is priced at £15.

## MANX CAR RACES



## BRITISH EMPIRE TROPHY

Ist  
**STIRLING MOSS**

driving a **FRAZER NASH** owned by S. G. Greene, at an average speed of 67.27 m.p.h.

(subject to official confirmation)

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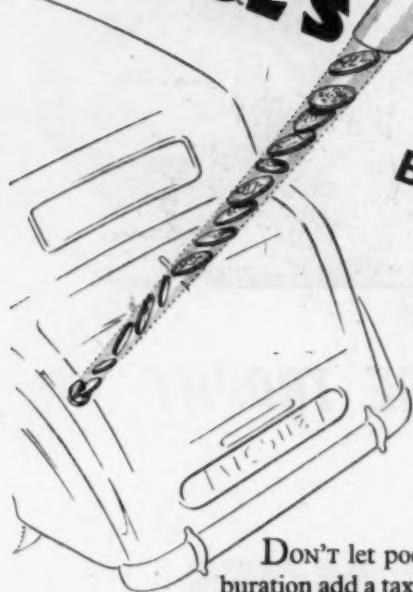
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Mr. Bennett and the late Mrs. Bennett posed in an Oldsmobile for this picture, taken in 1901.

## FIFTY YEARS OF MOTORING

**THE AUTHOR** has been a pioneer in the introduction of many features that are accepted as standard in modern motoring. He is to be entertained to dinner by the Wardens of the Worshipful Company of Coachmakers and Coach Harness Makers on June 26 to celebrate his fifty years in the industry. In this article he gives a few of his experiences of the early years of the automobile movement.

I MUST be one of *The Autocar's* oldest readers, as I go back to its beginning in 1895. My mind in those days was set on transport and the limitless possibilities of the era of electricity; I came to London as one of the resident engineers of The St. James and Pall Mall Electric Light Company and was extremely fortunate in having as my chief a Mr. Dobson, an enthusiastic pioneer car owner. He had one of the very first Benz cars and one of the first De Dions.

My immediate boss, a really fine engineer, W. E. Rowland, was also an enthusiast and while he was making his own car in the company's works, I was at the same time

By F. S. BENNETT, M.I.Mech.E., F.I.M.I.

making my first motor vehicle—a motor tricycle—in the works at Carnaby Street, which, in 1897-1899, was a hotbed of early motorists. During the long night shifts, when all was quiet in the power station, I was allowed to work on my motor tricycle, which took over a year to build and nearly broke me financially. Finally it was finished and my first run was round Golden Square (near where the Regent Palace Hotel now stands).

Whilst I was with the company an American called with a letter of introduction to one of the engineers. He had brought over the "curved dash" Oldsmobile, then known as the "first silent petrol motor car," and needed an engineer to take over the mechanical side of the business he had founded; he tempted me by doubling my salary. After two years, the agency was taken away and we were left with the Winton car, one of which ran in the Irish Gordon Bennett Race, and which would have had a good chance of winning but for a bad blunder on the part of one of the mechanics, who put into the tank water instead of petrol. This company also handled the Baker Electric cars, one of the most perfectly made machines I have ever known. We

showed (at the Crystal Palace) their White Bug, the first car to travel at over 100 miles per hour, although only for one kilometre.

From a half-page advertisement in the American *Automobile Trade Journal* I spotted an advertisement of the new Cadillac company with an illustration of the engine made by Leland and Faulkner (taken over by the new company). They had made engines for the Oldsmobile and I knew, as an engineer, that their engines were good and sound. Hence my long alliance with the Cadillac company, with whom I worked for over 20 years. Unfortunately the import duties made the cost of these cars too high for the popular market and we very reluctantly parted. I never had any trouble with them; when they were taken over by General Motors the agreement said that I was not to be interfered with. This may be accounted for by the fact that I had had the good fortune of twice winning the Dewar Trophy, the first time in the now historic Cadillac standardization test. To quote Alfred Sloan in *The Saturday Evening Post*: "In my opinion this was the greatest individual effort in the long history of the American motor trade." This was very high praise indeed coming from such a man.

It may be of interest to know how I conceived the idea of this classic test. One day in about 1907 in the works I was watching the fitting of some king pins and stub axles and I knew they were made to one ten-thousandth scale of accuracy. I asked for several of them to be brought from the store and was astonished to find that, with this high degree of precision, every one fitted. Remarkable indeed; I wondered how I could demonstrate to the world that this high accuracy had been accomplished. Bit by bit a test to prove this was developed.

It may be remembered that there were three cars with which the test was made. These were chosen by lot by the late Sir Julian Orde, the Secretary of the Royal Automobile Club, from a list of 103 Cadillac cars, both in transit and in England. This was to prevent any question of attempted

## FIFTY YEARS OF MOTORING

—continued

"F. S. B.", who has completed 800,000 miles of motoring, refreshes memories of the cars of old with a Cadillac in the 1950 Veteran Car run to Brighton. Mr. Wilfrid Andrews wishes him luck.



fake. At the conclusion, again by lot, one of these three cars was taken by the R.A.C., kept under lock and key, and released only for the start of the R.A.C. and R.S.A.C. 2,000-mile trial of 1908, and this particular car won its class and the One-hundred Guineas Cup. It concluded with one of the most exciting races ever held at Brooklands, with a competitor's Zedel car; we started the 250 miles on Brooklands track with equal marks. The Zedel was a faster car than the Cadillac, so I depended on reliability; my car won only on the last lap by a few hundred yards.

The second time I won the Dewar Trophy was for the introduction of the now universally used electric starter. There was, curiously enough, a good deal of criticism as to whether this invention could possibly be practicable, but the Cadillac company boldly discarded the starting handle from their cars. This invention was not only a starter but also the generator for lighting and ignition. To prove my belief that something revolutionary had arrived, I inaugurated another R.A.C. test under very severe conditions, and for the second time I was awarded the Trophy.

### The Inventive Years

Looking back, it was these years of motor invention which appealed to me more than the commercial aspect of the trade but, like many technically minded men, I found myself being drawn more and more into the executive, financial and commercial side of the motor industry, especially so when I became chairman of General Motors, Ltd.

A serious internal operation in 1914 prevented me from being called up but I think, on looking back on the long years of my life, that I had my greatest hours during the 1914-18 war. Much of the work was of a secret nature. Having started to import farm tractors I was switched to food production, and started pioneering tractor-ploughing in England. The introduction of the tractor as a means of ploughing, combined with the chairmanship of General Motors, constituted some of the most arduous years of my life, with additional problems ranging from the making of fuselages, balloon winding units, trench lighting sets and other technical necessities of war, to servicing all the staff cars of the Canadian and American armies, which had standardized on Cadillacs.

All this culminated in my being sent by Mr. Churchill in August, 1918, to America with Lord Perry and the late Eustace Watson on the most ambitious tank production

scheme of the war. These tanks we were to produce by order of the President of the United States, in the Ford, Buick, Willys-Overland and Studebaker factories. If the armistice had not taken place 20,000 would have arrived at the front within three months.

Following the war I became sole distributor for the Chevrolet company. The financial aspect became so heavy that I sold out to General Motors, retaining only distributorships for the Cadillac and Chevrolet companies.

When I was actively interested in the Motor Agents Association I conceived the trade plate which would free the trade from the heavy finings which were going on for irregularities in the use of such plates. This led to the present successful regulations.

Under the old regulations the fines amounted to between £12,000 and £15,000 a year, but for the last twenty-five years they have been almost negligible, and the Ministry of Transport voluntarily offered me Trade Plate No. 1 in both the £25 and £5 categories for my suggestion.

According to the design I had for living—25 years to learn my job, 25 years to work at it and another 25 years to enjoy the fruits of my labour—I now eased off bit by bit until I found myself free from many business responsibilities but well occupied with non-remunerative work almost entirely devoted to motoring; I am a member of 14 committees, and retain my interest in the Society of Motor Manufacturers, of which, I am told, I am the oldest continuously elected member of the Council. I am greatly interested in the R.A.C. and its work, being Chairman of the Associate section, and also the Motor and Cycle Trades Benevolent Fund; this year I am Master of the Worshipful Company of Coachmakers and Coach Harness Makers. From these activities I get much interest and pleasure.

I still love motoring and hope to live long enough to complete my million miles—I am now over 800,000. I have driven from the Pacific coast of California to the Russian frontier in Estonia. I did not dare to cross the frontier because there was a Russian in a barrel lashed to a high tree, with a rifle, and I was told that, if he had been drinking vodka heavily the night before, he would probably shoot me. I put one foot into Russia and kept the other in Estonia.

*Fred C. Bennett*

*The Autocar*  
**ROAD TESTS**



### DATA FOR THE DRIVER

#### MARAUDER

PRICE, with open three-seater body, £999, plus £667 10s od British purchase tax. Total (in Great Britain), £1,666 10s.

ENGINE : 15.81 h.p. (R.A.C. rating), 6 cylinders, overhead inlet; side exhaust valves, 65.2 x 105 mm., 2,103 c.c. Brake Horse-power :

80 at 4,200 r.p.m. Compression Ratio : 7.6 to 1. Max. Torque :

110 lb ft at 2,500 r.p.m. 18 m.p.h. per 1,000 r.p.m. on top gear ;

25.8 m.p.h. on overdrive top.

WEIGHT (running trim with 5 gallons fuel) : 25 cwt 3 qr 0 lb (2,884 lb).

Front wheels 50 per cent; rear wheels 50 per cent. LB per C.C. : 1.37. B.H.P. per TON : 62.1.

TYRE SIZE : 6.00-15in on bolt-on steel disc wheels.

TANK CAPACITY : 11½ English gallons. Approximate fuel consumption range, 23-25 m.p.g. (12.3-11.3 litres per 100 km).

TURNING CIRCLE : 37ft 6in (L and R). Steering wheel movement from lock to lock : 2½ turns. LIGHTING SET : 12-volt.

MAIN DIMENSIONS : Wheelbase, 8ft 6in. Track, 4ft 4in (front); 4ft 3in (rear). Overall length, 13ft 10in; width, 5ft 6in; height, 4ft 6in. Minimum Ground Clearance : 6jin.

#### ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10-30	30-40	30-50
4.30 to 1	10.9	10.4	11.2
5.24 to 1	7.5	7.5	8.8
8.77 to 1	5.4	5.8	—
14.50 to 1	—	—	—
*10.07 to 1	4.9	—	—
* Overdrive			
From rest through gears to :-			
sec	sec	sec	sec
30 m.p.h.	5.7	60 m.p.h.	18.4
50 m.p.h.	13.2	70 m.p.h.	27.0
		80 m.p.h.	43.3

#### SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal)	K.p.h. (normal and max)
1st	15-26	24-42
2nd	38-45	61-72
3rd	60-68	97-109
Top	89	143

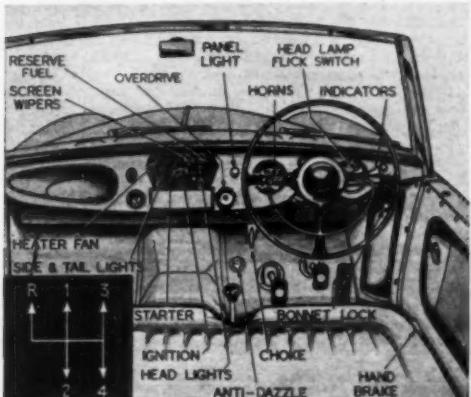
#### Speedometer correction by Electric Speedometer

Car	Electric Speedometer	Electric Speedometer
10	=	9.5
20	=	18.0
30	=	28.0
40	=	38.0
50	=	47.0
60	=	56.5
70	=	67.75
80	=	77.25
90	=	87.0

WEATHER : Dry, cool ; strong wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of August 16, 1950.



Closed car comfort is provided when the neat hood and rigidly attached side screens are erected. The full-width front and sweeping lines result in a pleasing appearance.

### No. 1434 : MARAUDER OPEN THREE-SEATER

ALTHOUGH the Marauder is a close relative of the Rover in that it utilizes the Rover 75 engine and transmission, as well as various other components, it definitely has an individuality of its own. Obviously, from its appearance, one would expect it to have the attributes of a sports car rather than those of a family saloon, and so indeed it has, as the performance figures show. It is the type of car on which one can put "fifty plus" into the hours with comfort and with safety.

At the same time its very satisfying performance has been obtained without sacrificing the good qualities of its more sober relative. Thus it is a flexible and silent sports car, capable of threading its way unobtrusively through city traffic on top gear, but ready to respond instantly to pressure on the throttle pedal, and capable of high rates of acceleration on the indirect ratios. Quiet and snatch-free running on top gear is possible down to 6 m.p.h., yet the maximum speed is little short of 90 m.p.h.

Very little has been done to the Rover engine in order to attain this performance; a thinner gasket gives a slightly higher compression ratio and the valve springs are backed up by washers, this arrangement giving the effect of slightly stronger springs and eliminating surge. Throughout its speed range the engine remains smooth and quiet, and although the exhaust note is not actually inaudible it is very subdued and rather pleasing.

A feature of the car is the overdrive, of epicyclic type, fitted behind the gear box in the casing which in the Rover houses the free wheel. It is controlled by a hand wheel in the same way as is the Rover free wheel, clockwise rotation giving overdrive and anti-clock rotation giving the normal drive. The change to or from overdrive may be made when the car is stationary without any precautions, but if the car is in motion the change must be made when the engine is definitely pulling. Rotation of the control knob then spring-loads the overdrive and as soon as the throttle pedal is released the change takes place. If the change is into overdrive a slight clicking sound will be heard, for perhaps three or four seconds, while the engine slows down to the appropriate speed. As soon as the clicking has ceased the driver can depress the throttle. If the change is from overdrive into direct the driver momentarily releases the throttle and then slightly opens it to speed up the engine to its appropriate r.p.m.

As the overdrive top gear ratio is 3 to 1, as against normal top of 4.3 to 1, there is an appreciable saving of engine r.p.m. for fast cruising. To attain the maximum speed of 89 m.p.h. on normal top entails an engine speed of nearly 5,000 r.p.m., but the same speed on overdrive necessitates



In frontal appearance the Marauder is distinctive, the bonnet being only slightly higher than the crowns of the wings.

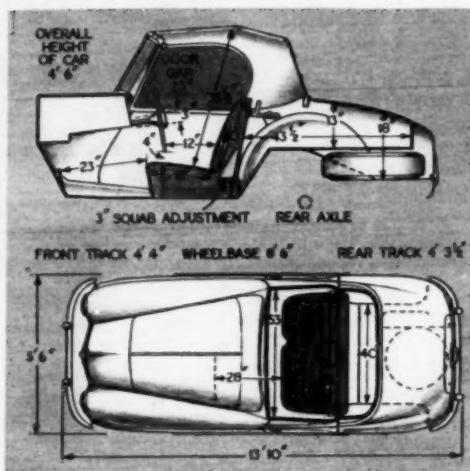
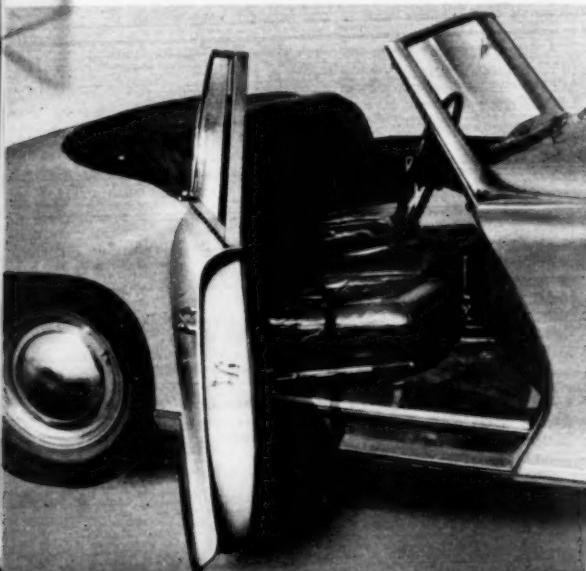
## ROAD TESTS . . . continued

only about 3,400 r.p.m. As the Marauder can maintain its maximum speed on overdrive on the level it may be said, indeed, that its cruising speed can be its maximum as far as the engine is concerned, and if road conditions permit, of course, as they might on Continental roads.

On overdrive top the car will accelerate smoothly from 25 m.p.h., but, naturally, it does so less excitingly than on normal top. The indirect ratios can also be used with overdrive, the car thus having eight forward ratios, but as overdrive third is a lower ratio—i.e., a higher gear—than normal top, and as overdrive second is only a very slightly lower ratio than normal third, it is advantageous to remain on the direct range for roads of a cross-country nature and to use the overdrive range for fast cruising on more open roads. On overdrive first in particular, however, the acceleration is especially rapid.

A slight whine is detectable from the overdrive when it is in use, but the four-speed gear box is commendably quiet. It is controlled by a short and lightly moving gear lever which is offset from the centre line of the car towards the driver, the reason for this being that the bench type seat is intended to take three abreast and the lever does not inconvenience the middle occupant. The synchromesh third

Ingress and egress are not obstructed by the well-positioned hand brake lever or the short gear lever. A wide folding armrest is appreciated when only two are carried. The considerable curvature and rake of the fixed screen are apparent in this view.



Measurements in these scale body diagrams are taken with the seat cushions uncompensed.

and top engage easily and noiselessly merely by declutching and moving the lever, but the change to second gear is best effected by double-declutching, since it has no synchromesh action.

Although the passengers are sitting well aft, just ahead of the rear wheels, they have a comfortable ride free from pitching or pronounced roll. The springing has a degree of firmness very desirable in a car of this type, the lateral stability being such as to make fast cornering a pleasure. The front suspension utilizes the 'Rover' linkage, but as the engine is set 19in further back the rate of the springs has been changed.

A longer drop arm gives the effect of a higher geared steering, two-and-a-half turns of the three-spoked wheel being required from lock to lock, yet the steering remains light, is decisive, and has sufficient self-centring action. In certain road conditions it is possible to detect a slight "sponginess," although on a car of lesser potentialities this might not be apparent; but the car is free from oversteering and can be held into a fast bend with confidence. The combination of springing, steering and weight distribution results in a car which can be driven fast with safety.

### Controls and Visibility

The driving position is comfortable, with all controls conveniently placed and with adequate room for the driver's feet. The seat cushion is not adjustable, although drivers of differing stature are accommodated by varying the position, and also the rake if desired, of the back rest. The 16in steering wheel is also instantly adjustable for rake, a Hardy Spicer universal joint being interposed between the end of the column and the steering box. Despite the long bonnet visibility is good, and the well-curved and well-raked screen has its pillars set far enough back not to cause any dangerous blind spots. A short lever on the steering column below the Trafficator switch allows head lamps to be "flicked" for warning purposes, as is usual in Continental driving.

Girling two-leading shoe hydraulically operated brakes give adequate retardation, allowing for the speed capabilities, and operate smoothly at all speeds and under varying degrees of application. No sign of brake fade was experienced. The hand brake lever is conveniently placed in a horizontal position alongside the right-hand edge of the seat cushion and does not get in the way of the driver when entering or leaving the car.

Instruments are located in front of the driver so that he can see them through the upper half of the steering wheel

almost without taking his eyes off the road. The speedometer is to the left of the central oil pressure gauge and a matching dial to the right of it combines water temperature gauge, ammeter and fuel gauge, the last-mentioned also indicating sump contents when a push-button is pressed. These instruments have interior "edge" illumination and a refinement is a rheostat to control the intensity of the lighting.

In the centre of the facia is a small panel containing six switches in two groups, each group with an indicator which shows their identities. The two lower switches control side and tail lamps and head lamps. The upper switches are respectively for the map light in the centre of the scuttle edge, which also operates when either door is opened, the fan of the heater (if fitted as an extra), the screenwipers and the reserve petrol supply. To guard against the driver forgetting to switch off the reserve supply after filling up, a red indicator spot lights up on the petrol gauge.

For an open sports car the equipment is unusually comprehensive and, in addition to items previously enumerated, includes a cigarette lighter, ash tray, large glove recess in the facia, two useful recesses in the scuttle sides for carrying vacuum flasks and large recesses in the doors. The recessed doors also add appreciably to the elbow room when three occupy the seat. If there are only two aboard a wide folding centre arm rest adds to their comfort. Upholstery is in leather, in pleated style with plain edges, and this is also used to cover the facia, having the merit of being free from reflections.

### Stowage Space

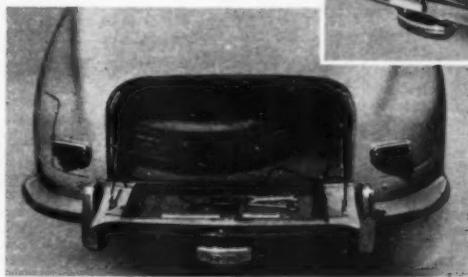
Luggage space is provided in the tail, to which access is given by folding the squab forward. Loading or unloading is not difficult and the space available is generous for the type of car. A flat floor measuring 36 x 40in has an average height over it of 11in, so that three good-sized suitcases can be carried. Additionally there is room for soft bags behind the seat squab, and a subsidiary compartment alongside the spare wheel, which is mounted towards the left side beneath the luggage platform, accommodates small parcels. The spare wheel is withdrawn from the rear, the lid of its locker being recessed to carry the nested tools.

Rather surprisingly, considering the rake of the screen, there is a certain amount of back-draught round the passengers' heads when the car is used open, but this is reduced somewhat by having the side screens in place. The hood naturally cures this, for it fits snugly to the side screens, and both side screens and hood are easily erected. The screens have divided glasses to slide for ventilation and are of robust construction with stout chromium-plated metal frames. Two spigots on the bottom channel pass through holes in the door top rail and receive long nuts which hold the screens very rigidly. The head covering is separate from the metal hoops, which hinge up into place and over which the fabric is drawn. At the front edge of the fabric is a



Clean lines of the Marauder are well shown in this three-quarter rear view. The fuel filler cap is concealed behind a small panel. Good protection is given by bumpers with overriders at front and rear.

The spare wheel is mounted beneath the luggage platform to the left side, leaving useful space at the side of it. Tools are nested in the locker lid.



rigid member which is attached to the tops of the screen pillars, large thumb-screws locking the hood firmly down on to the screen top rail. A cover is provided for the hood when folded, hiding it completely. The rear-view mirror is attached to the screen by a suction cup.

The Marauder is a well-found open sports car which offers a high performance with a considerable amount of refinement as regards both the mechanical side and the physical comfort of the occupants.



The bonnet top is hinged longitudinally and gives easy access to the engine. On the right side are the two carburetors, air cleaner and electrical wiring, and on the left side the battery, distributor and oil filter extended up to a conveniently high position.



# MANX MEETING

## FRAZER-NASH TRIUMPH IN EMPIRE TROPHY RACE

Reg Parnell, winner of the Castletown Trophy race, accelerating away from Willaston Corner, between the high hedge-topped banks, in his 4CLT Maserati.

THIS year's meeting in the Isle of Man, on Thursday of last week, run by the B.R.D.C. and sponsored by the *Daily Express*, differed from previous occasions in that the principal event—the British Empire Trophy race—was for sports instead of racing cars. It was brilliantly won by Stirling Moss at the wheel of a Le Mans Replica Frazer Nash, but Pat Griffiths, who had led throughout in his very fast Lester-M.G., was very

unlucky to break down only three laps from the end. Second came Bob Gerard in his similar Frazer Nash, while Jack Reece put up a very good show to gain third place in his M.G.-engined Cooper. First lap crashes put six cars out of the race.

The Manx Cup race, first event of the day, was won in great style by Dunham's gallant old Alvis from Tom Meyer in one of last year's H.W.M. team cars. Third came J. H. Webb in the Turner Special, engined by the twin o.h.c. M.G. Magnette power unit once the property of Reg Parnell. Altogether, a pleasant and successful meeting in reasonably good weather; next year, with the possibility of more entries and a longer circuit, the Empire Trophy may well once more become one of the year's premier events.

THE weather, which had been perfect for the previous week, both for motor cycle races in the Isle of Man and the car events on the mainland, was by no means auspicious during practice for the meeting. Indeed, the second evening of practice turned out extremely cold, with more than a hint of rain at times, while a real Manx mist covered the higher portions of the course, up to and away from Cronkny-Mona. Reg Parnell, who was driving his 4CLT Maserati in the Castletown Trophy *formule libre* event, put up fastest practice lap in 3m 11s, a speed of 73.11 m.p.h. (this was done on the first evening); Reg did very few laps and did not approach his own lap record by three seconds. Fastest time in practice for the Manx Cup race went to W. S. Aston's 1,100 c.c. Cooper in 3m 22s (69.13 m.p.h.) and D. A. Clarke's Frazer Nash secured that honour among the Empire Trophy entrants with a lap in the mist of Wednesday in 3m 26s (67.78 m.p.h.), beating Stirling Moss by one second.

Gerry Dunham's Alvis, winner of the Manx Cup race, comes up behind Barber's Cooper at Parkfield Corner.



The smile of victory : Stirling Moss enjoys a well-earned breather after his winning Empire Trophy drive.

from Meyer's H.W.M. and Shillito's fast Riley, which had been re-bearings since practice. The Alvis was running very consistently indeed, putting in eight consecutive laps in 3m 30s (66.50 m.p.h.), and interest now focused on Murray, who had caught up with Parnell and was chasing him hard (although in fact, of course, one lap in arrears). Somewhere between Willaston and Cronkny-Mona, Murray succeeded in getting by; but up at the Nursery, immediately afterwards, he spun round and hit the bank, losing several minutes as a result. This ended the only close scrap in sight; then, in the Manx Cup, Shillito's Riley twice came in for attention to the front carburettor, and lost its third place to Webb's Turner Special, which had been running very regularly in its first race.

### The Sports Cars

AND now came the Empire Trophy race, for sports cars, run on a handicap system of credit laps for the different capacity classes. From a study of practice times it was evident that the main struggle would lie between the Frazer Nashes and the Lester-M.G.s; the former came in the 1½-litre group, receiving one lap start from the unlimiteds, while the latter were 1½-litres with four credit laps. Neither of the two XK120 Jaguars arrived on the island, and the fastest cars in the largest class were the Cadillac-engined Allards of S. H. Allard and P. J. Collins; but practice had shown that the Frazer Nashes were faster still on this winding and bumpy circuit, even without their credit lap. Other non-arrivals were Buncombe's Healey, Baird's Ferrari and Lyons' Connaught.

The race was started by the Lieutenant-Governor of the Isle of Man, Sir Geoffrey Bromet; the cars all got away well, and the first lap was as hectic as anyone could possibly wish. As the cars streamed round Parkfield, the first corner, at the bottom of the hill after the start, S. Hill's Healey hit the tail of the Delahaye driven by Guy Gale, knocking it into the sand-



This left Gerry Dunham's old Alvis (a special 12-70, as raced pre-war by his father, now fitted with a 1933 Speed Twenty engine) comfortably in the lead



First-lap mix up : as the tightly packed mob of cars comes into Parkfield Corner, Hill's Healey (number 24) slides badly and hits the back of Guy Gale's Delahaye. Later in the same lap, of course, there was another and more comprehensive pile-up.

bagged wall; this took some minutes to straighten out, the Delahaye continuing after a visit to its pits, the Healey retiring on reaching the pits. Meanwhile the rest of the cars had screamed on, round Wilmaston, Crony-y-Bury and Cronk-n-Mona, until they reached the bends by the Nursery. Moss, driving Squadron-Leader Greene's Le Mans Replica Frazer Nash, was leading and passed through, but Sydney Allard, rather over-enthusiastic, slid and touched the bank, the big Allard swinging round and hitting the opposite bank hard and puncturing the fuel tank. Gerard's Frazer Nash missed him by a fraction of an inch; but the Frazer Nashes of Clarke and Pitt collided as they too, swerved—and in a second crash succeeded. Peter Collins hit the back of Pitt's car, fracturing the Allard's front axle, and W. H. Murray did likewise with his Frazer Nash; his car went up and over those of Pitt and Clarke before returning to earth with a thump. Fortunately the road was not completely blocked, and the remainder of the cars got through; all five cars were too badly damaged to continue, but the only driver injured was Clarke, who suffered concussion and was taken to hospital. Pitt was lucky to escape, as Murray's tyre marks were clearly visible on the back and shoulder of his overall!

At the start, Moss had come through with a big lead over Gerard, followed by what was left of the field, and until reports came through conjecture was rife as to the fate of the remainder. The Lester-M.G.s of P. Griffith and J. C. C. Mayers were out in front of the 1½-litre class, travelling very fast, followed by the Cooper-M.G.s of Leonard and Reece, and it was soon obvious that Griffith would take a lot of catching. Moss was travelling very fast, gaining several seconds a lap on second middle-group man Gerard; but only a miracle or some mechanical failure could bring him up with the flying Lester-M.G. Curtis' Mercury-powered Allard was leading the large-capacity class from Farnell's Nash Healey, but the latter was passed after five laps by Scott-Russell, driving Annable's Allard, and retired with a broken gear lever ten laps later. Still the struggle continued; Leonard's Cooper-M.G. came into the pits with a broken carburetor float chamber, while George Abecassis (driving R. R. C. Walker's DB2 Aston Martin) made several stops, as did "Dave," young American driver of the lone Dyna-Panhard, and Ben Whitehouse with the DB1 Aston Martin. Mayers' Lester-M.G. was in trouble with a chronic misfire, but still Griffith's sister machine kept on, as regularly as a

clock and unassailable on handicap. Lund's TD M.G. had to make a short pit stop for fuel; Jacobs' similar car had gone out with piston trouble, but the more standard versions driven by Pople and Line were going steadily and well. At 29 laps Moss passed Reece to become second in fact as well as on handicap; and three laps later came drama, as Griffith was overdue. Then Moss came by to lead the race, and it was learned that the Lester-M.G., having for some unexplained reason run out of oil, was stationary on

the straight with a seized engine—a cruel stroke of luck with only just over three laps left to complete. Simultaneously Bob Gerard passed Reece into second place; so they finished, with Lund fourth, while Peacock's Frazer Nash gained fifth position.

Such is the luck of motor racing: Moss had driven brilliantly, but he could not have caught Pat Griffith, who in his first big race had put up a magnificently consistent display of fast driving, had it not been for—mechanical failure, once again.

## RESULTS

**Moss Cup: race distance 29.5 miles (11 laps of 3.675-mile circuit).** 1. Alvis 2,500 (C. G. H. F. Webb) 1h 3m 18s (66.16 m.p.h.); 2. H.W.M. 1,960 (T. M. Meyer) 1h 4m 35s; 3. Turner 1,097 s (J. H. Webb) 1h 5m 10s; 4. Peacock 1,097 s (P. Peacock) 1,097 s (F. J. Simpson) 17; 6. Aston Martin 1,970 (G. Stapleton) 16; 7. Riley 1,080 (R. A. Richards) 15; 8. M.G. 1,250 (R. R. C. Walker) 14. **Stirling Moss Cup:** race distance as above. 1. Maserati 1,490 (R. Farnell) 35m 46s (70.04 m.p.h.); 2. Maserati 1,490 (D. Murray) 17 laps, 4 starters. **Burnham Trophy: race distance 15 miles (10 laps of 3.675 miles).** 1. Frazer Nash 1,971 (Stirling Moss) 1h 57m 38s, 67.27 m.p.h.; 2. Frazer Nash 1,971 (F. B. O'Connor) 2h 1m 1s, 64.11 m.p.h.; 3. M.G. 1,250 (J. G. Reece) 68 laps, 59.84 m.p.h.; 4. M.G. 1,250 (H. W. K. Lund) 34 laps; 5. Frazer Nash 1,971 (R. F. Peacock); 6. M.G. 1,250 (P. Peacock) 9.925 (P. G. Curtis) 20; 7. M.G. 1,250 (W. P. Pitt) 9.925 (P. G. Curtis) 1,971 (N. R. Culpan) 32; 9. M.G. 1,250 (J. T. E. Line) 32; 10. Allard 3,917 (P. Scott-Russell) 31; 11. Aston Martin 2,500 (G. E. Abecassis) 31; 12. Cooper.

Bunch at Onchan Corner ; in front J. C. C. Mayers' Lester-M.G., about to be overtaken by the winner, Stirling Moss, in his Le Mans Replica Frazer Nash. Behind them comes M. J. Pople's TD M.G.



# LIGHTS ABROAD

## MODIFICATIONS ADVISABLE FOR CARS LEAVING BRITAIN FOR JOURNEYS ON THE CONTINENT

**U**NDER present international regulations, it is not essential for British tourists taking their cars to the Continent on temporary visits to modify their lighting systems, but in view of the enormous number of British cars going abroad this year, it is desirable that their lights should conform with Continental practice if any appreciable amount of night driving is contemplated. This will not only avoid inconvenience to all concerned, but also, as experience of members of *The Autocar* staff in the past few months shows, it is desirable in the interests of safety.

There is still a lack of uniformity in lighting regulations in different countries, and although British car manufacturers have now adopted double dipping to come into line with general practice in the rest of the world, there is a good deal of difference in local interpretation. For example, American sealed-beam head lamps are illegal in Switzerland because the authorities there consider that they allow too much upward scatter of light in the dipped position, owing to inadequate shrouding of the filament.

New British cars fitted with double dippers are acceptable in all Continental countries, but in France yellow bulbs should be fitted, failing which the lenses should be coated yellow. The French maintain that this reduces dazzle, but no one else seems to agree with them. The National Physical Laboratory carried out tests in England before the war, as a result

of which they concluded that yellow lamps conferred no advantage in fog, and since then Bosch have carried out tests in Germany which convinced them that yellow lamps have no anti-dazzle virtue whatever—apart from the fact that the tinting slightly reduces the total amount of light emitted from a given bulb.

### Bad as the British

It looks as though the French are being as wrong-headed in sticking to yellow head lamps as the British were in persisting with the dip and switch arrangement for so long, but it is a matter of courtesy to comply. Cars which show white head lamps are quite frequently stopped by the police at night, particularly in northern France. Where the car bears a foreign registration, no action is taken, but on the long main roads, particularly those running south towards Lyons, the French truck drivers take matters into their own hands. When white lights are seen approaching, they switch on powerful batteries of spot lamps which utterly dazzle the offender. In one case a member of *The Autocar* staff driving a borrowed car with white head lamps which were, admittedly, badly adjusted, had a narrow escape when a French truck deliberately tried to ram him. As the driver concerned had had experience of being forced off the road several times by British trucks driving two abreast on narrow roads in broad daylight, the manoeuvre did not succeed,

but this sort of thing does not add to the pleasure of a holiday trip. In the interests of safety and personal convenience it is, therefore, advisable to tint the lamps yellow if any extensive mileage is contemplated in France after dark.

There are other local customs which are worth noting. A staff car travelling in Belgium with the dip and switch arrangement which is still found on the great majority of British cars in service, was recently stopped by the police. The single head lamp left on in the dipped position had been converted to switch downwards and not to the left, but the Belgian police maintained that oncoming drivers might fail to see the side lamps and mistake the single head lamp for the light of a motor cycle, with unfortunate results. They expect cars to have two lamps of equal intensity, and where this is not easily arranged with existing head lamp equipment it might be possible to bring two spot lamps into use to take the place of the head lamps which are extinguished.

In Italy a few weeks ago, a member of the staff was in an Italian car which was stopped by the police because two fog lamps were being used to supplement the head lamps in a downpour. This is apparently not permissible and only two driving lights should be used at a time. All in all, the British tourist is left asking whether anything more than lip-service is being paid to the ideal of international standardization.

## LUCAS RECOMMENDATIONS

**L**UCAS recommendations are as follows: On cars fitted with F700 head lamps the wiring should be altered to provide double dipping (Fig. 1) and the existing bulbs should be replaced by No. 350 types, obtainable on request from Lucas

(Fig. 2). Requisite bulbs are also available on request.

With R100 and F770 lamps the back shells should be changed to accommodate Philips bulbs No. 12725 supplies of which can be obtained, by arrangement, from Lucas depots; an alternative is to change the back shell to accommodate French bulbs.

These alterations do not, of course, supply the yellow light which is desirable in France, where it is compulsory for cars of French nationals. Contrary to a recent statement in *The Autocar*, Lucas do not supply yellow bulbs in spite of the big demand from tourists. They will not,

states the company, be available "for some few months." In the meantime, motorists must use the makeshift method advocated. This is to apply yellow lacquer to the outside of the lamp glass. The lacquer should be applied by brushing, a drying time of fifteen minutes being allowed. Three coats are recommended, and no attempt should be made to lacquer bulbs.

As previously mentioned, motorists using their cars very little after dark can often improvise successfully by use of fog discs for yellow light and a spot lamp for right-hand dipping.

## Touring Spain and Portugal

**S**PAIN and Portugal are comparatively unknown to the touring motorist, in comparison with France, Switzerland and other European countries, and there is a dearth of good road maps for them. The Michelin Touring Service has now filled the blank by producing a map of Portugal to the scale of five kilometres to the centimetre, this being No. 37, and two maps, Nos. 38 and 39, which cover respectively the northern and the southern halves of Spain and Portugal to the scale of ten kilometres to one centimetre. The maps are produced in the usual Michelin manner and show the route numbers, distances between towns and the location of hotels.

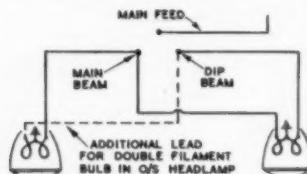


Fig. 1 : Change right-side bulb-holder (on left in diagram) to double pole, fit double-filament bulb and add additional lead to head lamp as indicated by dotted line.

service depots. Where older pattern head lamps, such as M140s, are fitted, the wiring should be similarly adapted, and double-contact bulb-holders should replace the single-contact type; the bulbs should be replaced by Philips No. 12792L. With solenoid dip and switch lamps the procedure is similar and a temporary feed through the dipper switch should be made to each pair of bulbs

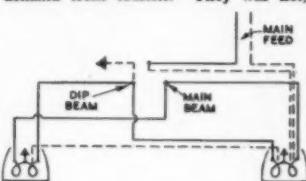


Fig. 2 : Original leads (shown dotted) should be removed from their terminals and taped up. A temporary feed should be run to the dipper switch common terminal from the appropriate head lamp feed terminal of the junction box or lighting switch.

Grace

"Prima Ballerina of the Show"—*The Autocar*. "Indescribable Beauty"—*Le Matin, Paris*. "The most beautiful car in the whole exhibition"—*Touring-Bern, Switzerland*. "One of the best looking in the world"—*Daily Mirror*. "Remarkably modern yet in impeccable good taste"—*Le Monde, Paris*. "Achieved an objective which previously eluded British Manufacturers—unmistakably British yet with most modern lines"—*The Times*.

Space

"Seats five to seven Adults. Four large suitcases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed"—*Daily Telegraph*. "A roomy body that seats six in comfort . . . lots of luggage room"—*The Queen*. "Greater roominess . . . space in rear seat for three in comfort. Huge Luggage Boot"—*Daily Mail*.

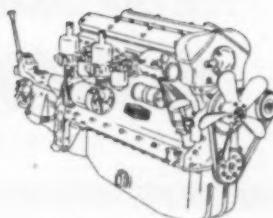
Pace

"Well over 100 m.p.h. and phenomenal acceleration"—*Daily Telegraph*. "Can do a hundred plus miles an hour"—*New Yorker*. "The famous XK120 engine guarantees a genuine 100 m.p.h. plus!"—*The Queen*. "Will travel at 106 m.p.h."—*Daily Mirror*. "Britain's most outstanding car—and the fastest"—*Daily Herald*.



## JAGUAR Mark VII

*Powered by the world famous XK120 engine*





THE

# Eagle

BY GOODYEAR

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built; combining immense  
strength and road-gripping ability  
with handsome appearance**

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- \* Handsome buttressed sidewalls provide protection from kerb damage, and make cornering steadier than you've ever known.



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*You can trust*

# GOOD<sup>A</sup>YEAR

FOR LONG LIFE AND LASTING WEAR



# MEALS IN THE OPEN

SUGGESTIONS FOR  
VARIETY IN THE  
BILL OF FARE

**O**UT-OF-DOOR meals are so delightful when motor-ing that it is well worth while taking a little trouble over them; and in these days of austerity there is no denying that it *does* take forethought and work to supply picnic fare that is appetizing and stands transport successfully. And, incidentally, which does not dip into the meat ration (such as it is). Inevitably, a certain amount of work and preparation are necessary overnight to provide a really satisfying motoring lunch.

In case the weather turns chilly be prepared and have a little hot soup in the background, so to speak. Boil some up before starting and place it in a Thermos or, if preferred, take Bovril or Marmite and add hot water out of a Thermos at the time. Ryvita is good served with the soup and stands transport better than bread, which is liable to get dry.

Danish luncheon brown, or Danish luncheon meat in tin, fresh ham by the ounce, or Donald Cook's ham slice, can make a substantial meat course. Meat patties are another idea (cooked overnight), containing chopped rabbit or sausage meat or a little bacon. Nut-meat rissoles made from Mapleton's nut mixture are good if mixed with tomato, onion and parsley and fried beforehand. Hard-boiled eggs are useful and can be served with mayonnaise out of a bottle. All these things can be improved by adding potato crisps, lettuce (kept in a damp cloth), tomatoes, and cooked beet-root. This last must be carried in a lidded jar. In addition, take plenty of cheese to keep in reserve in case appetites prove bigger than is expected.

## Specialities

Where expense does not count there is always cold salmon. Cook overnight and, when starting, place in a deep Pyrex dish with a lid. A cucumber must be taken, too, and mayonnaise (bottled). White fish can be substituted for the salmon if preferred. But anything of a fishy nature *must* be carefully packed in the luncheon hamper, with grease-proof paper round it, and, as said before, in a lidded dish. Other suggestions are cold cooked chicken, game or duck. It must be carved beforehand and each joint wrapped in grease-proof paper. Cold rabbit pie or pigeon pie would carry well in its dish, or a raised game pie.

The sweet course need be very little trouble, but is essential if there are children in the party. Jam sandwich or Swiss roll, jam or lemon cheese tarts, are popular, but each tart must be wrapped individually. Jelly can be made beforehand and kept in its mould till needed, or cornflour

blancmange; gooseberry or rhubarb fool can be carried in the wide-necked Thermos jugs, but these take up a little too much room in some cars. Tinned gooseberries, plums or blackberries can be added, or fresh fruit if preferred. Ice-cream can greatly improve most things and can be bought *en route*. Children love it. But buy it as near luncheon time as is practicable.

If tea is desired then make it with a "travelling spoon" or tea infuser, which makes two cups. A methylated spirit apparatus will be necessary. Coffee is easier if made with Nescafé. An equal quantity of milk and water, mixed and boiling, is poured on a teaspoon of the coffee in each cup. Orange, lemon and grapefruit squashes are all delicious, and require only water added, but, if possible, procure some ice and wrap in flannel till needed to add to them (or freeze some water in your "frig" if you have one). Remember that anything which you wish to keep cold should be as "warmly" wrapped up as possible. A few lemons thrown in are always a "good buy" in very hot weather, as they quench thirst so well. Fresh grapefruit can be substituted for the squashes if preferred.

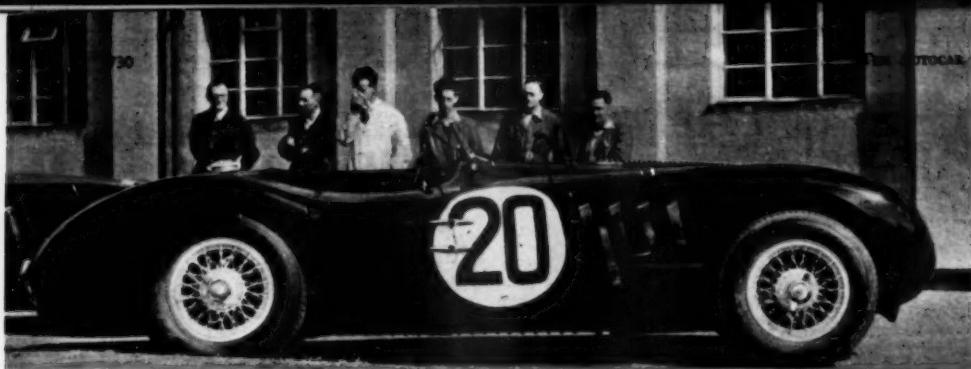
The "impromptu" lunch is a very different affair from the prepared meal. Sandwiches are the usual standby for such a repast, but even with these there is a little work involved, as cutting a lot of sandwiches is not so simple as it sounds. Be sure to have a very sharp knife and yesterday's loaf. And when all the cutting is finished place in grease-proof paper or a cloth in a well-sealed tin. Fillings as follows: Marmite (very small quantity) and cheese; sliced tomato and shredded lettuce; hard-boiled egg and a thin coating of Bovril; cress and cream cheese or Diplomat cheese; sardines skinned and boned; bananas sliced with chopped walnuts; or shrimp paste and lettuce.

## Margarine Preferable

Take plenty of biscuits to eat with cheese, and margarine in an earthenware jar in preference to butter, as it travels better. Cakes and pastries can be purchased *en route*.

It should be added that the paraphernalia of picnicking is a large part of the success of the whole thing. If a well-fitted-out basket is not to hand, then procure a deep hamper and fit in everything yourself. Take unbreakable ware such as the unfragile Coracle-ware, grease-proof paper and paper cloths, napkins and stainless knives. Don't forget the tin-opener and matches; many a picnic has been ruined by the omission of such essentials.

GERTRUDE BUNTING.



Wire wheels and knock-off hub caps are new on the Type C; the bonnet, which is strap-secured, hinges at the front.

## Jaguar Developments

### AN XK TYPE C FOR RACING AND COMPETITION

BECAUSE of the long series of successes of the Jaguar XK120, news from this source is apt to travel round the world quickly. By the time these lines appear in print the world will know that a new lightened version, designated the Type C, of the XK120 is making its first appearance in the classic 24-hour race at Le Mans this week-end. Type C indicates the Competition model. A batch of these cars is in course of production, largely in response to requests from America.

Before the race is run the makers are not disposed to release much detailed information concerning the Type C, though this will follow in due course. It may be said, however, that, except for tuning, the six-cylinder twin over-head camshaft 3½-litre engine and the four-speed gear box are the standard XK components. The engine, however, has a higher compression ratio and a dual exhaust system, the b.h.p. developed being in excess of 190, which shows a 20 per cent increase over the 160 b.h.p. of the XK120.

The wheelbase of the Type C is 8 ft in-

stead of 8ft 6in, and a completely different construction of frame, together with other highly interesting points of design, has reduced the dry weight of the complete car to less than 19 cwt. Torsion bar suspension is used at the back as well as the front.

The considerably increased ratio of power to weight is giving the Type C an even more phenomenal acceleration than its ancestor, and the initial performance of the cars on the M.I.R.A. proving ground at Lindley was most encouraging. The design aims specifically at stability, cornering, acceleration and braking power consonant with the very high speeds obtainable, which one may expect to be somewhere about the 150 m.p.h. mark. Although a new design in outward appearance, the Type C closely resembles the XK120 and is easily recognizable.

The Type C was put in hand about eight months ago, and therefore there has not been too much time to bring the cars up to the pitch of their perfection. But everyone will wish them success in their maiden race.

### HYDRAULIC

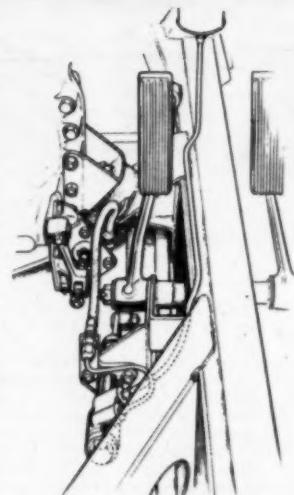
### CLUTCH OPERATION FOR THE MARK VII

RECENTLY a modification has been incorporated in that fine saloon, the Jaguar Mark VII, which is powered with the famous XK engine. Mechanical connections between the pedal and the clutch have given place to Girling hydraulic operation. The purpose of this is to ensure that movement of the engine and gear box unit upon its flexible rubber

The Type C has lines that are becoming typical for cars of this nature: note the faired mirror and quick action wide-orifice filler cap.

mounting cannot in any way interfere with the operation of the clutch control, so that in all circumstances clutch engagement is entirely smooth and absolutely under the control of the driver.

As will be seen from the accompanying illustration, the hydraulic operation is quite simple. The pedal mounting is as usual; the lower lever on the pedal is con-



The Mark VII clutch pedal now directly operates an hydraulic piston. Pressure is transferred to a clutch operating cylinder.

nected to the piston of a small hydraulic master cylinder, which has its own reservoir carried on the scuttle. A flexible pressure pipe line runs from the master cylinder direct to an operating cylinder mounted on the side of the clutch pit, and this cylinder is coupled to the clutch operating lever. Relative movement between engine unit and frame does no more than flex the hydraulic pipeline, and does not affect the hydraulic operation in any way.





Raising the dust on the desert road near Bagdad, three days after leaving England.

"I'll put a girdle round about the earth in forty minutes"—Puck, "Midsummer Night's Dream"



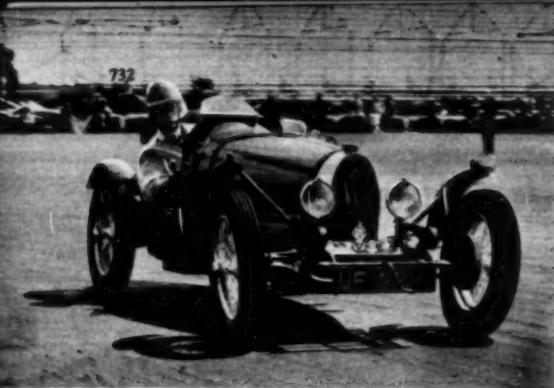
Departure—spick and span—from the tarmac at London Airport, while The Flying Dutchman warms up in the background. Below : Picking its way through the varied Indian throng in Allahabad, while the life of the street market presses all round.

## Four-wheeled Puck

**W**HILE not able to beat Puck's estimated f.t.d. for the world trip, the Austin A.40 Sports journey round the earth is in the true puckish spirit—a midsummer prank with a load of publicity value. If all has gone well, the car, with its crew should, by now, have arrived at Prestwick and be on its way south to the starting point (on June 1) at London Airport, where it is assured of a warm welcome; at the same time its companion, the K.L.M. aircraft which acted as tender, will land on the Middlesex runways.

The photographs on this page give a colourful hint of the nature of such a journey, as well as the organization necessary to ensure that passage over the world's frontiers is straightforward. Master planner was burly Alan Hess, press relations officer of the Austin company, and one of the drivers of the A.40. The other drivers were Ralph Sleigh (Algiers—Cape record holder), George Coates (tester in the Austin Development Department) and Ronald Jeavons (Austin tester, and co-driver in the 10,000 miles in 10,000 minutes run in August, 1950).





A fine selection of Bugatti cars took part in the first race, one of which was the winning Type 37 driven by J. H. Pratt. Right: Peter Collins driving the victorious Consul in the ten-lap handicap for saloon cars.

## SILVERSTONE SUNBATH

### BUGS — JACS — AND A FREE-FOR-ALL

**C**LUB meetings at Silverstone take on quite a different tone from international events. In the first place there is no traffic problem, so one does not have to leave overnight to arrive in time for the midday start—that is, of course, provided that the starting point is not somewhere like Scotland.

The sun shone all day on Saturday last, and it seemed obvious that all overshoes, top coats and sweaters would remain firmly in luggage lockers.

Whatever else may happen at a Bugatti owners' meeting, it will always start at the time specified on the programme—not later and not before. So at twelve-thirty the flag fell for the start of the first race, a five-lap handicap for Bugatti cars. There were eleven starters, which presented a comprehensive list of type numbers rapping from 23 to 57. J. C. Bain, driving a Type 23, took advantage of a 2 min 25 sec start and led for the first four laps, but J. H. Pratt, who started over half a minute later, was Bain's chief worry, and by the third lap he was hard on his tail. In the fourth lap Pratt passed Bain, and was now in the lead, which he held until the finish. The race was scheduled for five laps, but when the leader passed the line there was no chequered flag! That is not, perhaps, strictly true; there was such a flag and a gentleman to wave it, but for some reason he didn't get around to doing this until half-way through the sixth lap: Peculiar.

The main event of the day was a ninety-minute relay race for teams of three sports cars. This proved very popular and attracted a large entry of forty-five cars—although, of course, the maximum number of cars on the course at any time would be fifteen. From a Le Mans-type start the first man from each team drove for half an hour; at the end of this time he handed over to the second man, and so on. Also, very sportingly, if a car retired before the half-hour finish, the next member of the team could start as soon as the baton had been handed to him at the pits (it could be returned on foot if necessary).

The first-lap leader was R. Willis in a Frazer Nash-B.M.W. He drove well and made it all look very easy, both on the straight and round the bends. By the fifth lap he had about a third of a lap lead on the next man (J. W. Cox in

a Jaguar). R. Riley in a Healey was in third place, with the rest of the field stretching out behind. A little excitement was provided by J. Risley-Pritchard, who spun his XK on Stowe in the second lap, but he drove back on to the course and pressed on into third place by lap nine, although not without the use of a lot of rubber if nostrils are to be trusted.

By the end of the first half-hour, Willis was leading the field, although not leading the race, as his team had only three credit laps compared with eleven for one of the slower teams. However, he had already lapped several of the slower cars so there was a fair chance of getting a place. But this was not to be: shortly after he had handed over to Mrs. Willis (who was driving the same car) a sticking throttle mechanism caused retirement.

Whereas some of the teams consisted of cars of widely differing performance, team four (Shipside, Dalton, Bremrose) had a nicely matched M.G. trio. This, coupled with six credit laps, put them in a stronger position than other teams with a wider variety of cars. Their standard of driving was good and number four proved to be the winning team, although had the race been a longer one a little more experience in pit control would have been advantageous. XK pilot Nancy Binns was really on form. As "third man" in team two she drove faster than most of the field to bring her team into third position. Altogether this was a very entertaining race, although with so many changes of cars and drivers perhaps just a little confusing.

Race three was a ten-lap handicap for

#### PROVISIONAL RESULTS

**Five-lap handicap for Bugatti cars:** 1. Type 37, 1,495 (J. H. Pratt); 62.13 m.p.h.; 2. Type 23, 1,496 (J. C. Bain); 3. Type 35b, 2,261 s. (R. G. Greenall). **90-minutes handicap for saloons:** 1. Type 37, 1,495 (Peter Collins); 2. Type 23, 1,496 (T. G. Shipside); 3. Type 35b, 2,261 s. (R. G. Greenall). **90-minutes handicap for four-seater saloons:** 1. Type 37, 1,495 (P. Collins); 2. Type 23, 1,496 (Bugatti); 3. Type 35b (J. J. Virr). **Ten-lap scratch race for XK120 Jaguars:** 1. J. Swift, 74.55 m.p.h.; 2. Mrs. Binns; 3. C. P. Hailehurst.

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**Four-seater saloon cars:** S. M. Springer, driving an Austin A.40, led for the first three laps, but Peter Collins piloted his Consul extremely well and soon made up for Springer's twenty-second lead. From lap four Collins gradually increased his lead to finish almost three-quarters of a lap in front of Virr in a Bugatti, who had gradually moved up into second place.

Four o'clock saw the start of the ten-lap scratch race for XK Jaguars. The cars were on the line at least five minutes before time and there was talk of an early start—but no, the race was booked for four o'clock and it could not be started before. This was very fortunate for Taylor, who arrived only just on time. J. Swift took the lead from a good position in front of the row, and kept there for the rest of the race, gradually increasing his lead over Nancy Binns, who held second place, although not without lots of squeal on Stowe.

J. K. Hemsworth is a young man who should have quite a future handling cars; he drove very well and from a back row start worked his way up to fourth position by the end of the race. He would, perhaps, have been third had he not lost a little time correcting a slide at Stowe,

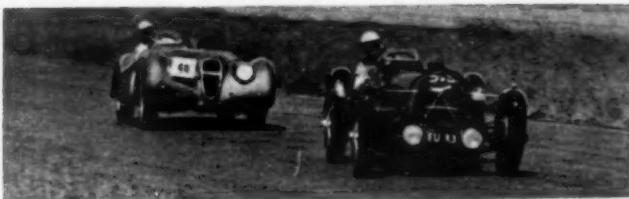
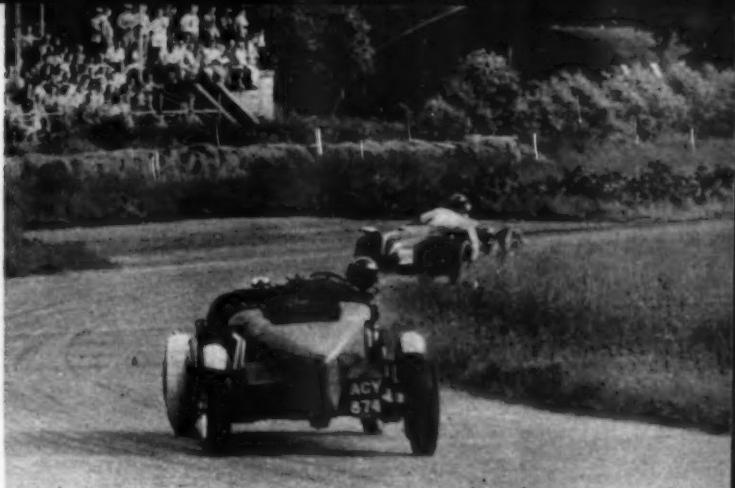
One member of the winning team in the ninety-minute relay race for sports cars was J. F. Dalton, shown here at the wheel of the ex-Phillips special Le Mans M.G.



which had him a little bit worried. However, he has the makings of a good driver.

Here the programme should have ended, but to give full measure it was decided to have a five-lap race for all-comers; this attracted an entry of twenty cars. Everyone drove round quite well for the first three laps; then a 500 c.c. car suddenly came on the scene, did a lap, and then motored off again. Strange goings on. J. J. Virr went into the lead in the fourth lap and finished first in front of Wright in a Jewett Javelin, who had been giving some demonstrations of rear-wheel lift, only the Javelin is a rear-wheel drive car—Wright realizes that now, too.

So ended another club Silverstone; a fine crowd, a fine meeting and a fine day.



Guy Gale's 4-litre Darracq leading from J. H. Craig's XK120 Jaguar in the early stages of the unlimited Goodwood scratch race; later the positions were reversed.

## **MEMBERS' DAY OUT**

B.R.C. GOODWOOD MEETING IN PERFECT WEATHER

CONDITIONS were ideal for the sports car meeting at Goodwood last Saturday, and after a long wait of

Saturday, and quite a large crowd of people attended and "spectated" in absolutely perfect weather conditions. They saw some very good racing, with far less spectacular and wild driving than on the last occasion; indeed, on the whole the driving was of a very high standard, and no untoward incidents occurred. In all there were nine events, all over five laps; the first three were scratch races for cars of different capacities, the remainder being handicaps. The 1½-litre scratch race was a gift for Hawthorn's very fast Riley, Ruddock's H.R.G. just getting the better of Croydon's Lamgia (M.G. engine, Lancia Augustus chassis) for second place. The 3-litre event was a Frazer Nash benefit, Tony Crook winning easily from Peacock, with Jack Fairman (in a Mills

Miglia model among the Le Mans Replicas) in third position. J. H. Craig caused some surprise with his XK120 Jaguar by passing Guy Gale's Darracq to win the unlimited scratch event.

The first handicap, for M.G. cars only, provided an easy win for the limit man, W. P. Jones, in a J2 model. Cliff Davis, in the ex-Leonard supercharged N-type Magnette, came through the field from virtual scratch to second place. In the second handicap, J. B. Edwards scored a very narrow victory indeed from Anna-belle's Allard; this was some reward for having been unable to start in his scratch race because he had removed the spare Marguerite's Talbot 105, which possessed wheel. Spiller's Healey was third and the most extraordinary degree of understeer ever seen, fourth. Next came a victory for the green Treen Riley, which went well in the hands of C. Treen to score easily from Chevall's fast Alvis; a cluster of 4½-litre Bentleys ran in this race, that of S. J. Lawrence finishing third.

A similar runaway win was scored in the fourth handicap by veteran C. L. Metcalfe in his Balilla Fiat; Quicke's T.D.M.G. lived up to its driver's name to finish second, and Davis, although unplaced, hurled the Magnette through the corners fast, if a trifle untidily, to make fastest lap at over 76 m.p.h. The next race brought out the Frazer Nashes again, but although Crook tried hard and put in a lap at 82.6 m.p.h. (fastest lap of the meeting, quite easily) he had to take second place behind Whincom's 3.3-litre polished-aluminium Bugatti. Fairman's Nash flew up on the long lap with a most

This last-race picture of Margulies' Talbot chasing the winner, Hawthorn's Riley, into Goodwood's Woodcote Corner well illustrates the former car's degree of understeer; note the angle of the front wheels.

expensive noise, pieces of crankcase—and contents—leaving the main body.

In the last race of the day, P. M. Wilks brought out the latest Marauder, which went silently and fast. But he could not stave off Hawthorn's Riley, which—with the aid of a remarkable lap at 79.6 m.p.h.—won by 3.4 sec; the Talbot was third, the front tyres remaining on the ruts with visible effort, and Gilbert's H.R.G. (with "mock-Mascerati" body) fourth.

This meeting was a pleasant and friendly affair, as is often the case with the less important fixtures, and the beautiful sunny conditions added to the general enjoyment. There were rather a lot of non-starters, but the Isle of Man race had partially accounted for that; for instance, Tony Rolt should have driven any or all of three cars (Nash Healey, Aston Martin and Delahaye), but they were all *hors de combat* through Mans misadventures. So he flag-marshalled instead. Two of the cars, however, Annable's Allard and Peacock's Frazer Nash, had finished in the Isle of Man, so it was possible for the double to be brought off if all went well.

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The two Cadillac-Allards of Armstrong and Pollock (which finished second and first only 20 yards apart) on a corner with Barlow's Simca (1,500 c.c. winner) and Hill's 2.9-litre Alfa Romeo.

## Second Annual Pebble Beach 100-mile Race

**H**AD the second annual Pebble Beach, U.S.A., 100-mile race, on May 27, been for Grand Prix cars rather than for sports cars it would have been considered one of the world's finest, for it offered all that motor racing enthusiasts could ever expect in a single event.

This year's course was much improved over last year's; however, the newly surfaced section, with its one fast bend, still had some loose pebbles near the edges of the road when practice began and Don Parkinson (last year's runner-up) had the misfortune to get on to the pebbles at high speed and crashed, fortunately without even scratching himself. Quite undaunted, he arranged to take over a TD MG for the next day's racing.

Shortly after 12 noon on Sunday the cars were sent off in the first event—the 10-lap, 21-mile Del Monte Handicap—the time handicap being based upon the qualifying times of the day before. Phil Hill, not being certain that his ex-Mille Miglia 2.9 Alfa would last for the difficult 100-mile main event, went flat out in the hope of at least gaining an award in this shorter race—and did, indeed, come in victorious, second and third places going to Sterling Edwards (Edwards Special) and to Ritchie Ginther (V eight-60-engined TC Midget—sleved-down 60 b.h.p. Ford unit).

Second event was the Cypress Point Handicap (six laps) for novice drivers and this was won handily by Dick Jackson in an XK 120, second being Dick Jones

in a V eight-60 engined TD, third Sam Weiss in a normal TD.

Most amazing feat of the day was accomplished between the first race and the main event by Johnny Von Neumann and a pit crew composed of his own men and those of a competitor, Bill Friedauer. These mechanics removed the engine and changed the damaged clutch in Von Neumann's TD in just over one hour, enabling him to enter the main event.

No fewer than 35 cars came up to the starting line for the 48-lap 100.8-mile Pebble Beach Cup Race. All cars, regardless of capacity, competed from scratch for the Cup and for victory in their class.

When the starting flag dropped the most spectacular getaway of all was made by Johnny Von Neumann from last position, for he picked up six places by the time he reached the actual starting line and moved up 17 on the first lap! The leaders on the first lap showed how the race was going to develop—first was Bill Pollock with his 6-litre Cadillac-Allard, followed closely by Jack Armstrong in a normal Cadillac-engined Allard. Third was Phil Hill in the blown 2.9 Alfa. Not far behind were Bill Breeze in a very fast XK Jaguar, Jim Kimberly's Ferrari, the Cannon Special, the Edwards Special and husband Roger's little blue Simca. These cars were drawing steadily away from the mass of M.G.s, Singers and Crosleys. On the fourth lap Sterling Edwards retired, as did Ritchie Ginther. Film star Jackie Cooper had told us that he did not expect

Aided by having a V-eight engine under the bonnet, an M.G. nudges an Allard.

to win but would be in the race all the way and would finish about eighth with his XK, and by ten laps he had already reached this spot—driving very conservatively, but smoothly.

Some of the more enthusiastic but less skilled drivers were entertaining the crowds on the corners by hitting the hay bales and "spinning out" in their efforts to corner faster. The drivers of the faster cars were very steady. One downhill run, where the Allards and Jaguars were reaching 120-135 m.p.h. and the M.G.s about 90, was taking a terrific toll of brakes and more than a few drivers had to make use of the escape road. One was Bill Pollock, who lost the lead for several laps because of an unscheduled detour at this point. Halfway through the race Jim Kimberly got into a severe slide and was unable to correct before hitting the hay bales, which spun him across the road and into the opposite ditch where the Ferrari overturned, pinning the driver underneath. Fortunately, Kimberly was found to be in undamaged condition. A few laps later Phil Hill narrowly avoided disaster when his brakes failed.

Roger Barlow's Simca was performing like a miniature G.P. car and he was building up a lead of over a minute and



An exciting finish lifts the man with the flag right off the ground.

a half in his class when we signalled him to ease off.

At about the 40th lap Pollock again lost the lead when, owing to fading brakes, he had to use an escape road; again Jack Armstrong went into the lead. However, three laps later Pollock was once more in first position.

While safely in third position, with only about six laps remaining, Phil Hill's Alfa developed a serious oil leak, forcing him to make a pit stop for more oil and dropping him to fourth. On the last lap Pollock was seriously blocked by three slow cars and was almost caught on the last corner by Armstrong. Both Allards screamed down the finishing straight past the massed spectators at 110 m.p.h., with less than 20 yards separating them—and finished less than one second apart. Bill Breeze (XK 120 Jaguar) held third place and Phil Hill was fourth. Fifth was Barlow (Simca) and sixth Jackie Cooper in an XK 120.

The 1,500 c.c. class was won by Barlow in the Simca, with Johnny Von Neumann second. Both these drivers finished well ahead of the supercharged M.G.s. Third in this class went to Don Parkinson in a TD M.G. There were no finishers in the 2- to 3-litre class.

The 750 c.c. class was won by Gene Devin in a Crosley, and the Sam Collier Memorial Trophy was awarded to popular Bill Breeze, of San Francisco.

LOUISE BARLOW.



## BRISTOL 2 LITRE

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*-and tyre mileage*

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1H/143



A fine stable of cars, described below by an American reader. The left-hand one should please critics who think modern coachwork is too bulbous.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

### CARLESS MOTORISTS

#### Plea for a Reasonably Priced Chassis

[63459.]—The motoring outlook for the young Englishman at home today is indeed grim; the ever-increasing rise in prices, together with the export programme, effectively combine to make the once modest ambition of car ownership a mere dream, something now to be looked forward to, perhaps, in "saloon-type" middle age.

It should surely be possible for the larger manufacturers of the lower priced and popular cars (those who still adhere to separate frame and body construction) to offer complete chassis for sale, less all bodywork and interior fittings, at the reasonable sum of £150 or so, enabling the owner to build, or have built, his own body on to it, at low cost, whilst still possessing the performance and, more important, the reliability of a new car.

It is to be hoped that, as an unfinished product, the minimum purchase tax would be levied.

Kuwait, Persian Gulf.

DONALD C. HILTON.

### STABLE

#### An Interesting Collection in Boston, U.S.A.

[63460.]—How many readers could identify the cars in the group picture taken at my home at Wellesley Hills, Massachusetts? Four out of five would be "passing"; five out of five almost unheard of.

The first in the line is the first light steam automobile built in America. Made and designed by George Long, of Northfield, Mass., in 1880, it was patented in 1882 (we have copies of patents) and appeared on the highway at various dates. The water tank, fuel tank and boiler are not in position. It has a water tube steam generator made to burn gasoline in a self-atomizer burner. The motor is a V two-cylinder double-acting steam engine and the drive is through friction to the outer rim of the large third wheel from the engine flywheel, with two ratios forward and two ratios backwards provided. Note the tie rod permitting steering from either seat and the hand brakes on the front wheels.

The Morris is a two-doored 1950 model which is giving excellent service and much enjoyment.

The third car is a 1928 Locomobile *Sportif* which I purchased new and drove from the factory in Bridgeport, Connecticut, in March, 1928. It is maintained in perfect condition, has four-speed selective transmission (direct on high), is very quiet and very flexible, operating in high smoothly and



quietly at speeds as low as 5 or 6 m.p.h. In my opinion this car represents the quality zenith reached in the U.S.A.

Next is the Mark VI Bentley, right-hand drive, with a James Young interior. Conversion to new-type pistons, and so on, has just been completed in Montreal.

The Rolls-Royce is a Phantom III. The engine was shipped to the factory in England in 1949 and rebuilt. A new British body was installed this year, taken from the last of the P III models to come to U.S. The rest of the chassis has been maintained and kept in excellent order here, the last check-up having just been completed by Mr. Norman Miller of Rolls-Royce, Ltd., in Montreal.

I have driven several British cars, including the o.h.c. Twelve-cylinder Lagonda, examples of which I owned for several years, and I have the highest regard for the design, quality and workmanship of British cars. I believe the Phantom III represents the zenith of quality reached in British production. Properly maintained, this car is incomparable.

I would like to add that the policy of Rolls-Royce in sending Mr. Norman Miller to America is most wise, and Bentley owners, for the first time in years, have access to one who knows and who is interested in the proper operation of their cars.

Boston, 9, U.S.A.

ROBERT C. BACON.

### AT ONE END

#### Time to Throw Away the Propeller-shaft?

[63461.]—Since several Continental designers of popular cars have shown and proved many years ago that it is now entirely unnecessary to generate power at one end of the car and solemnly to convey it down along a transmission line to the other end, delivering what is left to the wheels, I wonder why all our largest factories still do it?

Woldingham, Surrey.

### BY EAR

#### Can the 1946-1951 Cars be Recognized by Sound?

[63462.]—In the '20s and '30s most car enthusiasts could "tell" the burble of a Morris-Cowley, the thrashing of a Ford, and the throb of a Bentley or 30-98 Vauxhall easily; but most cars of that era in third or second gear, and the game became easier still.

An American six- or eight-cylinder sounded quietly refined, with a hard, hissing note from the exhaust: the A.C. made a noise like a tram. The heavy Austin Twelve made curious

## CORRESPONDENCE

rattling noises on third (after years of abuse) as if something between an anvil and some loose spanners might fall out. Daimler gears (before Wilson) had a pleasant, melodious note; likewise Humber. The Aston Martin, Alvis, Armstrong Siddeley, Bean, Eric-Campbell, Clyno, Singer, H.E., and the Ruston-Hornsby, all had their characteristic tones, with the 1923 Cowley's brakes shrieking defiance to all other road users. Even the Rover air-cooled eight and the G.N. made distinctive noises! What of today?

Perhaps the writer's ears are too old to pick up the quiet whisperings of today and decipher them. The Vanguard, Hillman, Morris Oxford, Austin A.40, all sound alike, whilst the indirect gears are equally silent and there's no clue there. I can detect a Fordson tractor, a Thames lorry on third, a Bedford and a diesel-engined Leyland lorry or bus. Further, the starter on a Standard Eight has a curious tinkling note, whilst the reverse gear of a modern Citroen has a most unusual tone.

Tunbridge Wells.

JOHN T. G. ROOTH.

### SERVICE

#### One Who Has no Vintage Trouble

[63463.]—Mr. M. M. Roberts [63412] speaks of the lack of service that he has received whilst running a pre-war car, and complains that he has received little and nearly always expensive attention.

I run an old 1933 Vauxhall Cadet, and do about 400 miles per week, without service difficulty. The fact that I can do this I must attribute largely to the garage that looks after it so well.

I think it is very wrong to generalize on garages, for I have found quite a number willing to take an interest in an old car, provided that it is not in a hopeless condition of delapidation.

London, N.W.9.

R. BOLTON.

#### Running Cars on a Shoestring

[63464.]—I am a regular reader of your journal and, being in the motor trade, enjoy your Correspondence columns. Believe me, some of your correspondents would change their attitude towards garages if they were interested in our side of the counter. Some requests we have made to us are amazing, and all information and advice should be free!

Our business is situated in a well-populated district most of whose motoring public run vehicles old in the teeth on limited incomes. We do our best to assist in the most economical way, but as we also have our bread and butter to buy we concentrate on commercial trading. May I say we are a very happy staff of seven and all have been connected with the business for over twenty years?

Congratulations to your journal.

Willesden, London, N.W.10.

LESLIE H. HALL.

### TAXATION

#### "Soak the Motorist" Applies in the Irish Republic

[63465.]—A letter in *The Autocar* [63418] tempts me to state the rates of tax and insurance in this country on a 25 c.c. bicycle engine. The tax is £3 per annum, a driving licence costs 10s, and the insurance premium demanded by one of the leading tariff companies was £2 5s p.a. to cover third party, fire and theft only. This works out at about £2 for third party only; on top of this we pay 3s per gallon for petrol.

The tax on my own TC M.G. is £18 per annum if paid annually, and £5 8s per quarter if paid that way. I have, of course, also to pay the heavy loading on my insurance policy that all the tariff companies seem to think necessary on sports cars.

We all seem to be in the same boat—if we can afford to run a car we are plutocrats, and are soaked for our sins!

Dundrum, Co. Dublin.

J. M. B. CROWLEY.

### ROADWORTHINESS

#### Broadminded Outlook of the Canadian West

[63466.]—It is a few years since I wrote to *The Autocar* but as a Canadian, born and bred in Vancouver, I feel I have got to say something in answer to that letter from Mr. W. E. Gordon, of Gordon Bros., of this city [63326, March 2].

Since when have Canadians—except a few cranks—objected to newcomers criticizing what needs to be criticized here? I read the article on car testing and it expressed my own ideas perfectly. For Mr. Gordon's benefit I may say I do not even drive an English car, so cannot be accused of "outside" criticism.

The scheme is an obnoxious waste of money and time, and if Mr. Gordon really believes it is accepted by Vancouver

continued

motorists, he should make his statement to a meeting of them and get enlightened.

I hope the letter has not given a wrong impression of the way we think here on the Pacific coast. Mr. Gordon "apologizes" for the article. I apologize for Mr. Gordon's letter, which was not only misleading but also in exceedingly bad taste.

Vancouver, B.C.

ART WALKER.

### APIARISTS' CORNER

#### Out of the Frying-pan?

[63467.]—Your correspondent [63438] in attempting to solve our problem for us has surely raised another. He states that at the "instant" when the bee strikes the windscreen neither the bee nor the car is moving. However, as time itself is made up of a series of such instants it would appear that any form of motion, on the part of the bee or the car, is impossible at any time.

Wallington, Surrey.

R. J. SEABY.

### STREAMLINING

#### Who Will be First?

[63468.]—I have read your leading article of June 8 hopefully. I have been doodling streamlined cars for years. Will the Italians be the first with a really beautiful streamlined car with rear engine (flat opposed cylinders)?

Surely something like this will come one day?

Farnborough, Hampshire.

A. C. MAYWELL.

### What About the Underparts?

[63469.]—John P. M. Reid's article on aerodynamics of motoring (June 8) is very interesting but, I fear, rather far ahead of present-day production. There are one or two points which have not been explained; one is the underneath of a car. I should hate to try to calculate the drag on most of the ironmongery that lives on the underside of present-day cars. This is somewhere that could be cleaned up with quite good results.

I do realize that a smooth under-surface might, at very high speeds on a streamlined design, produce some "lift" which would not help matters, but before that stage is reached a lot could be done.

Another place is under the bonnet. Air passing through the intake generally comes smack up against a flat bulkhead. Not only would drag be lessened, but also dissipation of heat would be improved if a more suitable outlet was arranged.

These two factors on a standard production car, plus an overdrive, would not come very far short of Mr. Reid's Model C car used for the test purposes.

JOHN G. HALL.

Carlisle.

### CYCLISTS

#### Summing Up the Arguments

[63470.]—May I thank your correspondent [63418] for his kindness in conceding that a capability test for cyclists is feasible and possibly useful?

With his remarks that the country is already overtaxed I agree wholeheartedly, but surely Mr. P. J. Plater is aware that, *pro rata*, the motorist is taxed far more heavily than the average non-motorizing citizen.

As the cyclists without doubt *do* use the roads why should they do so entirely without contribution towards the upkeep? If a tax on cyclists would reduce the taxes that motorists have to pay as 1s per annum per motorist then it would serve a useful purpose and would, I feel sure, eventually lead to a greater "camaraderie" between cyclists and other road users.

I am fully aware of there being a small proportion of cycles fitted with miniature motors and of their owners having to pay tax. Surely the fact that the addition of a small motor entails this tax strengthens the case for a general tax on cycles rather than otherwise.

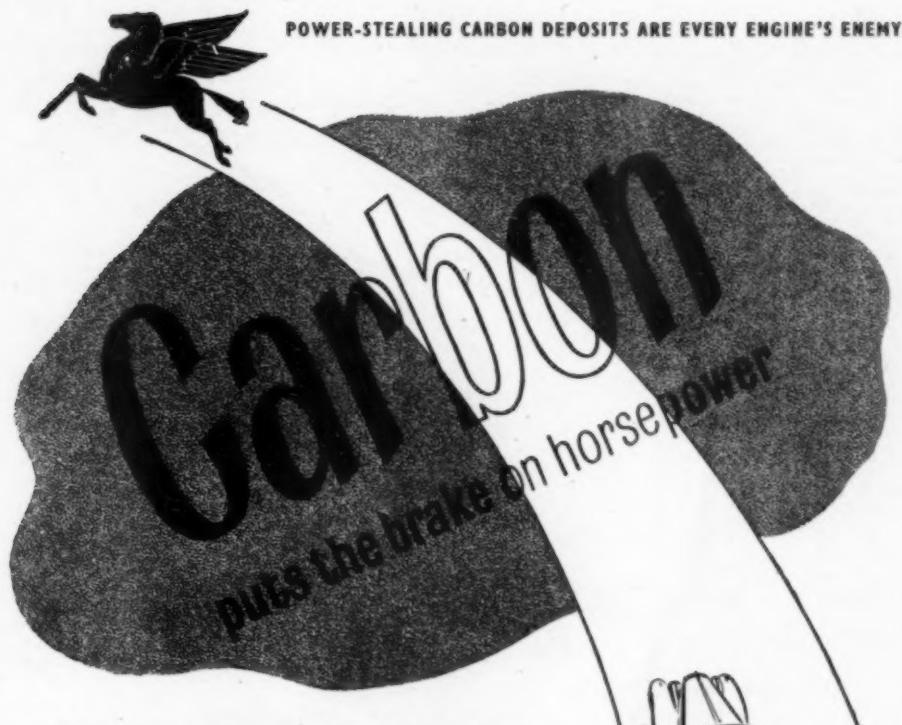
Surely, also, tolerance is, in the main, employed in overlooking faults, or what we consider faults, in other people. How can it be widely practised where lives are at stake?

Might I mention to Mr. J. R. Fellows [63417] that there are at present many thousands of people driving who have had exemption from a driving test under the R.T.A., 1947? I should also like to ask Mr. Fellows for proof that taxation, insurance, and passing an official driving test do not curb the recklessness of many motorists.

Confidence in one's own and one's fellows' driving capabilities can soon produce "good manners."

L. TAYLOR.

Leeds, 7.



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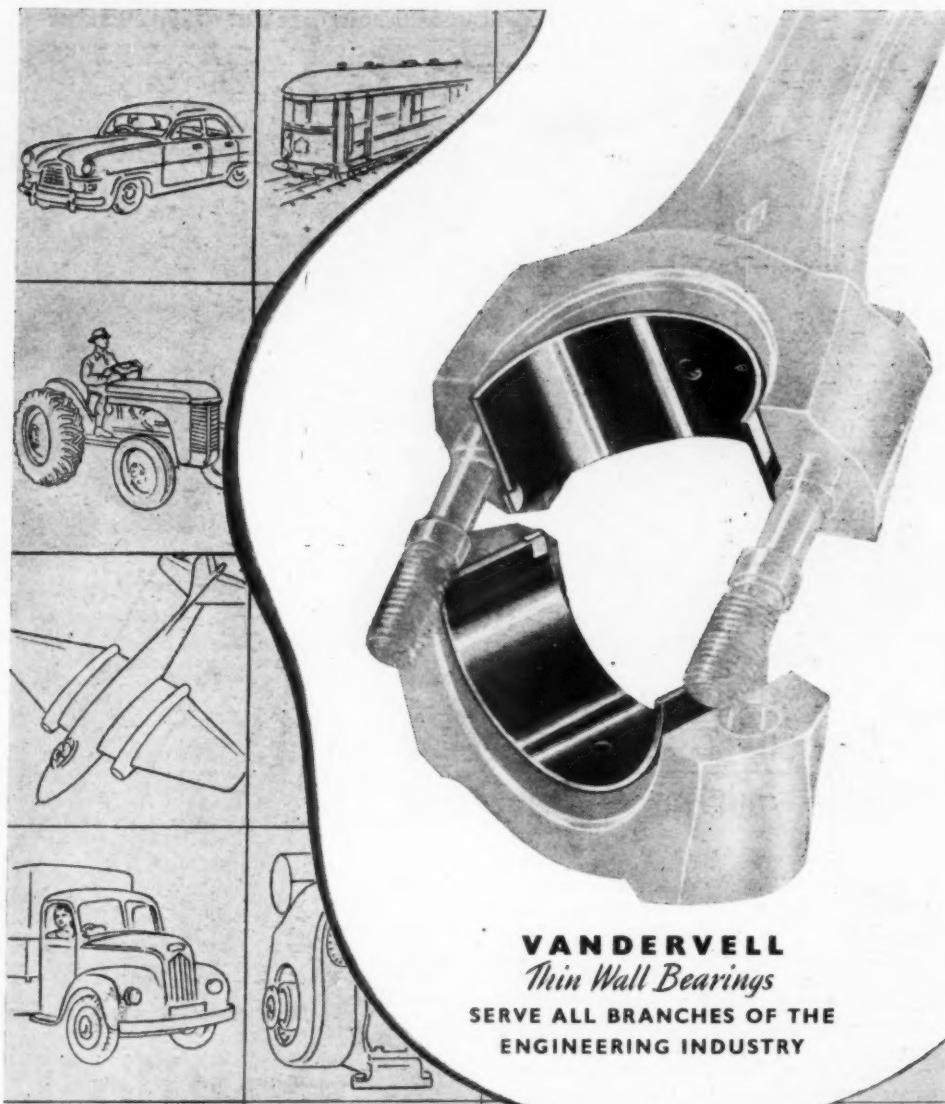
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## CORRESPONDENCE

### REVIVING-UP

#### Extra Air Valve to Stop the Engine

[63471.]—Reverting to the recent correspondence on this subject, I should suggest that the best method of stopping an engine is to "kill" it by means of an extra air valve and to switch off at leisure. In this case the drawn-in air is not only cool, but also clean.

The initial speed should be sufficient to carry the engine over two or three complete revolutions after the air is admitted.

With a high-compression engine, this treatment has the further advantage of preventing running-on.

Unfortunately, a suitable contrivance seems to have disappeared from the market; it would surely have a healthy demand if its advantages were better appreciated.

J. C.  
Manchester, 20.

### SIC TRANSIT

#### Spectacular End of a PA Midget

[63472.]—Do motorists believe in fairies? My PA M.G.—of seventeen summers—has developed a Jinx whose appearance at such awkward moments almost makes me superstitious.

To have the steering box, petrol pump and battery simultaneously expire was harrowing but not crucial. Nor, for that matter, were the snapped half-shaft, holed sump and burnt-out dynamo the following week. But alarm was really raised when, during an actual discussion of the Jinx whilst driving, both door locks failed and almost deposited us into the road. (The rev counter died that same evening.)

Feeling that the M.G. had shot its last bolt, I looked forward to an uneventful summer, but just a week ago the old car shattered the local peace by blowing up with a shower of pretty sparks and spectacular pyrotechnic display.

Forlornly it now stands, and I wonder whether cars have their ghosts, and whether it should be rebuilt or allowed its last rest.

Many thanks for years of good reading.

Wallasey, Cheshire.

A. A. MARTIN.

### OIL LEVELS

#### That Comparative Innovation, the Dipstick

[63473.]—Mr. R. Smathers [63426] writes: "Give me the old-fashioned dipstick every time." I think that the dipstick is actually one of the most recent methods of determining the oil level in engines; taps in the sump, pointers working in an arc and the vertical rod, already written about, have all been used on cars of my acquaintance since 1914.

The correspondence reminds me of the Service driver in the war who went to the stores and asked for a longer dipstick as the one fitted to the vehicle in question would not reach the oil!

Woodbridge, Suffolk.

R. S. S.

### PRE-LUBRICATION

#### Idea Spreads to South Africa

[63474.]—It may be of interest to your readers to know that a pre-lubricating device is being produced in this country which can be fitted within an hour or so to almost any make of car. Briefly, it consists of a container shaped not unlike a Thermos flask, the bottom end of which is fitted with a non-return valve and union to the engine oil line.

When the engine is running oil is trapped under engine pressure in the container and can be released by operating a solenoid switch, thus forcing oil, under pressure, to big ends, journals, and all those parts that normally run "dry" for some while when an engine is first started after having stood for a long period.

Use of this pre-lubricator immediately before starting has, in addition, caused my own car to warm up much more smoothly on cold mornings.

T. C. EKIN.  
Cape Town, S.A.

### INSURANCE

#### Safeguards Applying in Motor Business

[63475.]—I would like to make the following comments on Mr. R. E. Killpatrick's letter [63409]. I agree that the three points raised by him have a considerable bearing on premiums, but there are many other factors to be considered in rating risks

continued

and his inference is only partially correct as he does not deal with the subject in its entirety. All insurance men will agree that the question of expense ratios has a considerable bearing on rates. In recent years several non-tariff offices have decided to deal only through brokers and, in consequence, have been able to reduce their overhead expenses considerably, and this partly accounts for the variance which occurs in premiums.

I also can remember the failure of many companies before the war, but since the passing of the Insurance Companies Act, 1946, this situation should not arise, and I would further remind you correspondent that the Board of Trade have powers to inspect the working of companies should they have any fears on the grounds of solvency.

I still maintain that motorists are far better off in requesting brokers to handle their insurance affairs.

Watford, Hertfordshire.

R. A. RUSHTON, A.C.I.I.

### ECHO

#### What Became of the Burney?

[63476.]—In your issue of May 25, The Scribe wondered, in his Disconnected Jottings, what happened, amongst others, to the Burney Streamline car.

Sir Dennistoun Burney's former chief engineer, Mr. H. B. Ormerod, now to my knowledge residing in Blackburn, used the last of these cars at the end of the war, or possibly later.

He may be able to give more information about its ultimate fate. When Mr. Ormerod started to use the car in 1939 he had difficulties with the engine overheating. This was found to be caused by air locks in the water cooling system. The engine was mounted at the rear and the radiator at the front, and the water connecting pipes between these two units went from the top of the engine down to the chassis frame and up again to the top of the radiator. After air vents were inserted at the highest points of the system and drain plugs at the lowest points, the car gave satisfactory service and was, to my knowledge, kept on the road right through the war.

Peterborough, Northamptonshire.

H. A. TOFFLER.

### INTERNATIONAL TROPHY

#### Farina's Effort in the Ulster Trophy Race

[63477.]—In reply to Mr. F. E. Cowdrick's letter [63436], I suggest he reads your wise, objective and sportsmanlike leading article, "Washed Out," of May 11, especially your last suggestion, which should have been carried out. The true functional and maximum test of the men and machines was at the recent Ulster Trophy race.

Farina in his Alfa, after leading for fourteen laps, had handicapped himself by 43 sec in refuelling; despite this, he overtook Parnell in a lap and a half and won by 72 sec ahead of Parnell.

As a true sportsman, Parnell admitted Farina's superiority in the Ulster Trophy sponsor's paper—*The News of the World* of June 3.

C. PINTO.

London, W.10.



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## Caravan Topics

QUITE unintentionally, during my recent tour of the Scottish Highlands, I accomplished my record day's run with a caravan and at the same time broke my own speed record. We were camped on the banks of Loch Trool, near Newton Stewart, in the Lowlands, when we decided on the spur of the moment to move north, where the weather was more favourable. We left in a drizzle at 10.30 a.m., and the run to Girvan in mist and at times torrential rain was not in the least enjoyable. The coast road to Ayr was, however, some compensation, and here the rain ceased. At Ayr, where some festivity was on, we were greatly hindered by the traffic hold-up; the queue of vehicles of all kinds was beyond belief.

From Ayr we doubled across the midlands of Scotland to Stirling, having our lunch on the way in the caravan near Strathaven. At Stirling we did our shopping for the day. As my itinerary included a visit to the National Forestry camp at Glenmore, near Aviemore, I determined to make this the destination for the day if possible. At Auchterarder, where I stopped for petrol, they had had no rain at all.

We proceeded through Dunkeld, Pitlochry, Killiecrankie Pass, Blair Atholl

(tea stop here), Dalwhinnie, Kingussie, to Aviemore. Glenmore Forestry camp is five miles from here. Owing to the bad state of the approach road we camped on the open moorland at 9.30 p.m. and thankfully prepared our supper. Next morning I checked the mileage—251.4—which constituted the longest caravan run I had ever done in one day.

### Laundry

ONE little problem confronting the all-the-year-round caravanner is that of drying the washing during wet weather. I am assuming that a laundry is not available, as so often happens when one is not near a town. The washing part of it is not difficult, but when the atmosphere outside is as damp as the washing itself there is little chance of the latter drying in the open. Under these conditions the drying has to be done inside the caravan, and this is not strictly in accordance with the code of Good Caravanning, at least not by hanging it from wall to wall; nor is it in the best interests of the occupants or of the washing!

If your van has a toilet cupboard, however, the solution is easy. All one

has to do is to string the washing high up on several lines and then place a paraffin car heater underneath for a few hours, taking care to guard against any of the articles dropping down. Also, a couple of rods, or stretched curtain wire, over the gas hotplate, are most useful for drying and airing small articles of clothing, towels and handkerchiefs.

### Home-made Caravans

SINCE my last published notes I have been taken to task by a number of amateur builders over my expressed disapproval of home-made caravans. Some have kindly invited me to go along to inspect the results of their efforts, and I shall probably do so during the summer. That there are a number of satisfactory home-built vans I have no doubt, but I still stick to my guns and repeat that a caravan is not the sort of thing to be built nonchalantly by any Tom, Dick or Harry. In fact, I will go further and say that caravan construction, not to mention design, is a fine art, and I know that practised manufacturers, even, are still learning from hard experience, particularly when it comes to such things as weight distribution, weatherproofing, weight reduction, and insulation. I have always affirmed that caravan construction is a subtle combination of the finer shades of coachbuilding and cabinet making, plus, apart from other essentials, a knowledge of strains and stresses. How a satisfactory job can be made by an amateur who has no knowledge of carpentry or coachbuilding mystifies me, yet I have a letter from a chartered surveyor who claims just this, and states, "I would put my van alongside many professionally built ones with pleasure."

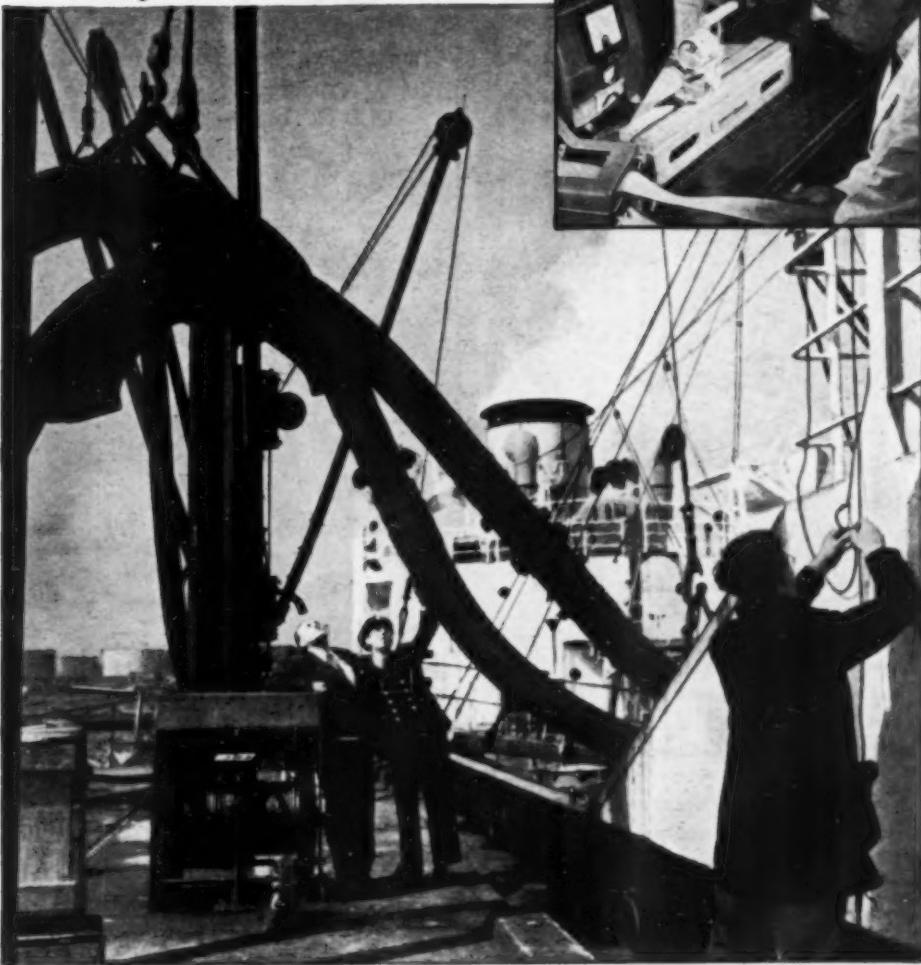
### Twice Blessed

TWO of everything is a good yardstick for the caravan designer, and one thing I demand in a caravan is two sinks (sounds a bit Irish), or, rather, one sink and one wash-basin. Despite this, I would say that 80 per cent of the caravans made today have one sink only. To those fastidious persons who own such a van I would mention that the shortcoming can be got over by using two oval bowls of different colours (light papier-mâché are very suitable) that will fit inside the sink, each one being restricted entirely to its own particular use.

Most sinks fitted today are of the plastic variety. These generally are satisfactory and certainly save weight. However, they (or most of them) have one fault. If very hot water is used in them they warp. This can be avoided by using a second bowl, or a small sheet of rubber placed on the bottom of the sink will act as an insulator. Boiling water should never be poured directly into a plastic sink or irrevocable damage may result.

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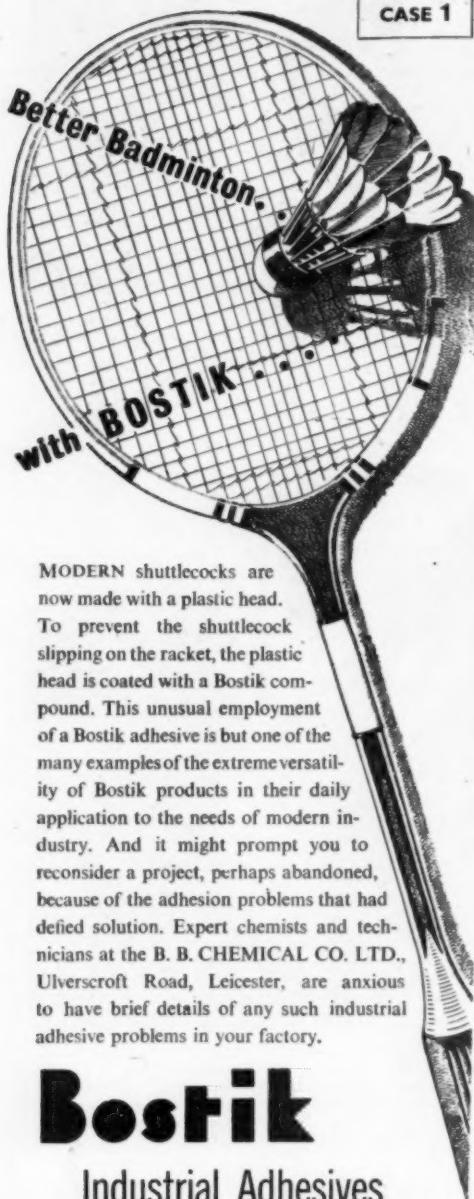
Near Stanlow stands Thornton, the Shell Research Centre—Britain's biggest for petroleum products and one of the best equipped in the world. Here, working in co-operation with the designers of new motor engines, 900 Shell scientists are constantly experimenting and testing. They are planning the even better motor oils of tomorrow.



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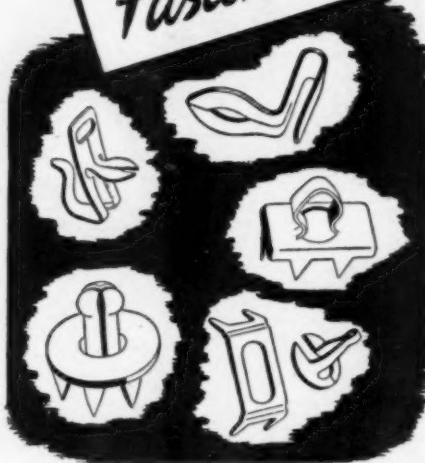
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## TREMENDOUS STRUGGLE IN PROSPECT FOR FAMOUS EVENT

## LES VINGT-QUATRE HEURES DU MANS

ONCE again, at 4 p.m. tomorrow, sixty of the world's finest sports cars will leave the starting line and rush off into the first lap of the most gruelling, the most famous and the most hotly contested sports car race in the world—the Le Mans 24-hour Race. One thing is certain; speeds will be higher than ever this year, and all records are going to be broken, at least during the first half of the race. After that no one can say; it would not be the first time if most of the fast cars were eliminated by half distance.

A colossal four-country battle is going to take place between the Italian 4.1-litre Ferraris, the French 4½-litre Talbots, the American 5½-litre Cunninghams, the British 3½-litre Jaguars and the Anglo-American 5½-litre Cadillac-Allards. All of these cars will be attaining speeds approaching 150 m.p.h. down the long straight stretch to Mulsanne Corner, and

be a young Argentinian named Onofre Marimont, son of a well-known driver and a pupil of Fangio's.

Unfortunately Norman Culpan has had to scratch as a result of the crash in which his Frazer Nash suffered some damage in the Empire Trophy race last week; this is a pity, as he had a qualification for the Biennial Cup, which entails finishing the previous year's race at a certain average speed. But there are two more Frazer Nashes, of which that to be driven by Stoop and Wilson is qualified. The Jupiter to be driven by that sanguine-sounding pair, Wisdom and Wise, will be a modified version with a lighter chassis and rather more power, while among the reserves (some of which will undoubtedly come into the field) is a third Jupiter to be driven by Marcel Bucquart and Gordon Wilkins of *The Autocar*.

The Aston Martin works team com-



One of the Aston Martins in the works' team for Le Mans with Reg Parnell, who is to drive it, and John Wyer, the manufacturer's competitions manager.

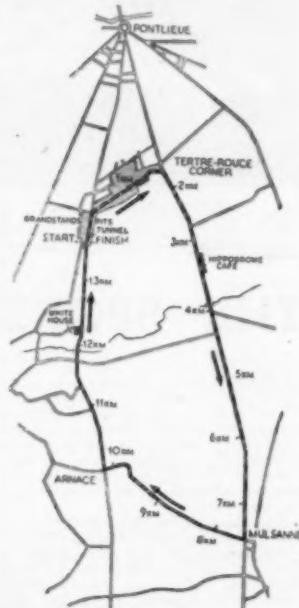
the stamina of the machines (especially in the braking department) will be very fully tested in consequence. The Ferraris are theoretically the fastest cars in the race, with an alleged power output of 236 b.h.p. and a dry weight of under 16 cwt; but sheer speed is not the answer at Le Mans, as has been proved again and again.

Very welcome is the courageous entry by Briggs Cunningham of his specially built cars, destined for limited production in the United States, which bring America back into this field of true sports cars for the first time since the days of Stutz and Duesenberg; rumour has it, however, that although undoubtedly powerful the cars have turned out rather heavier than had been hoped.

Most interesting is the disclosure that last year's winner, Louis Rosier, will this year be partnered by Argentinian ace Fangio at the wheel of his Talbot. Gonzalez will also drive, and his partner will

prise three DB2 sports saloons, each with the 2.6-litre six-cylinder Vantage engine. As last year, the bonnets will have a matt finish and bright chromium parts will be painted over wherever glare might arise. The grilles, normally chrome-plated, will be coloured to assist identification during the day, and identification at night will be by coloured lights. Incidentally, the modified frontal appearance has been introduced to cut down the use of scarce brass, nickel and chromium, but most people will agree it is an improvement. The Le Mans cars have a special radiator, part of which is adapted for oil cooling, and bonded bi-metal brake drums are again being used. The gear box is standard, but a special high gear axle of 3.27 to 1 is being used in the race.

In addition to the official works team there will be two other cars, one run by Peter Clark and J. Scott and the other by N. H. Mann and M. Morris-Goodall.



Maurice Faulkner has a third car on the reserve list, and if this is allowed to start there will be a complete private owners team.

That is the race, which should be one of the best ever held and certainly one of the spectacles of the year; here are the entries, as known at the moment. And now for the starter's flag!

## ENTRIES

- Aero-Minor:* J. Poch-Vanille.
- Allard:* S. H. Allard; T. L. Cole, A. P. Hitchings-P. Reece.
- Aston Martin:* R. Parnell; D. Hampshire, G. Abecassis; B. R. Shawe-Taylor, L. Macklin; E. Thompson, P. Clark; J. Scott, N. H. Mann; M. Morris-Goodall.
- Bentley:* H. S. F. Hay; T. O. Clarke.
- Calister:* Colas-Schollmann.
- Crosley:* G. O. Schraff; P. H. Stiles.
- Cunningham:* B. S. Cunningham; G. Huston, P. Walters; J. Pitch, O. Rand; P. Wacker.
- D.B.:* R. Bonnet; Bayol, Ausaud; Pons, L. Eggen.
- Delahaye:* J. Deletraz; J. Deletraz.
- Ferrari:* Speciale; Morosini, G. Neri, N. Mahr; L. Chinetti; P. Modena, E. H. Hall, J. Clark.
- Frazer Nash:* E. Winterbottom; R. J. Marshall; R. H. Stoop; P. Wilson.
- Jaguar:* P. D. C. Walker; P. N. Whitehead; B. C. Moss; J. E. G. Fairman, L. O. Johnson; C. Biondi; R. Lawrie; R. W. Parker.
- Jowett Jupiter:* T. H. Wisdom; T. C. Wise, H. L. Hadley; C. Goodall.
- Lancia Aurelia:* O. Lurati; G. Bracco.
- Mercede-Benz:* de Montreyn.
- M.G.:* G. E. Phillips; A. C. Rippon.
- Hash Healey:* A. P. R. Rolt; J. Duncan Hamilton.
- Owen:* Pliott.
- Panhard:* R. Gaillard; P. Chancel.
- Porsche:* A. Veillet; E. Mouché.
- Renault:* Roger; Inc.; Estavez, Landon; Brist; J. Lecat; Benfietben, J. E. Vernet; Paillard, L. W. Sandi; A. G. Claude, P. Clause.
- Simca:* F. Gonzales; O. Marimont, R. Manzon; J. Scaroni; M. Gobbi; J. Behra, J. Scaroni; Gordini; Caron; A. Guillard.
- Talbot:* L. Rosier; J. M. Fangio, A. Morel; A. Chanevas; P. Meyrat; O. Malresse, E. Chaboud; E. Vimercati; P. Levegh; Marchand, R. Louvau.



The two Cooper-M.G.s of Lionel Leonard and Jack Reece taking Onchan Corner during the Empire Trophy race in the Isle of Man. Aren't appearances deceptive? There used to be an Italian car of some kind which looked almost exactly like that first machine.

## THE SPORT

Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

**T**HE Isle of Man meeting was as much fun as it always is; there is something in the atmosphere of Mona's Isle that is especially conducive to good motor racing. Much of it, of course, must be put down to tradition, and the long connection of the island with motor cycle racing; but I think it must be more than that alone.

The Manx Automobile Club had, of course, a scheme which unfortunately had to be shelved for this year—to run a sports car race round the full 37½-mile motor cycle T.T. circuit. This would be a wonderful proposition, and I hope that those responsible can get together with the B.R.D.C. and their sponsors so that the Empire Trophy, jointly organized, can be run next year, if not over the full course, at least over a large part of it. Certainly there seems to be a general feeling of welcome for the idea in the island, and this was voiced by no less a personage than the Governor himself, at the cocktail party given to the competitors by the Mayor of Douglas immediately after the prizegiving. Two things, however, are essential: one is plenty of prize money, not to mention starting money, to ensure a really good—and if possible international—entry; and the second is that the date must be arranged to be far enough away from that of Le Mans to enable entrants to take part in both.

If the race were staged in May, and run under regulations similar to those governing Le Mans, it would be a useful opportunity for those few people whose cars are ready so soon to try them out before Le Mans; otherwise it should be held later in the year, when it would afford those disappointed with the result of the French race a chance of turning the tables.

**A**N interesting sight of last week's Manx races was that of Geoff Duke, ace motor cyclist, acting as flag marshal near Cronk-ny-Mona to take a close look at this four-wheeled business. His comment to me afterwards was that it had been a long time to stand up, but worth it if only to see Moss taking the Frazer Nash through the tricky left- and right-hand bends at that spot. These two have much in common; each outstanding in his own sphere, they are both youthful (Duke, although five or six years older, looks almost younger than Stirling), serious, steady and thorough in their ap-

proach to the business of racing, and very light in their handling of their machines. By this last I mean the reverse of ham-handed (or lead-footed); for this reason they wear the machines out less frequently than do other contestants. In other words, they are both "naturals," born with the essential qualities.

A humorous incident during the Empire Trophy race concerned Lionel Leonard's "baby Ferrari," the Cooper-M.G. He came into the pits during the race with a fractured carburettor float chamber, and his mechanics, lacking the necessary spare, borrowed one from a spectator's M.G. in the grandstand car park. The owner not being in sight at the time, a note to the effect that the component had been removed was attached to the car's windscreen; the aforesaid mechanics returned with float chamber to the car after the race with some trepidation, but the enthusiastic M.G. owner was, fortunately, very nice about it all.

**T**HOSE two Cooper-M.G.s went extremely well; remarkably so in the case of Leonard's car, which was really hardly finished and certainly looked barely complete. Leonard took it first time out—round to the Cooper works to do some last-minute adjustments on his way up to Liverpool on the Monday before the race, and the senior partner in the firm (John's father, the enthusiastic Charlie), pausing only to throw a toothbrush in the car and tell his wife that he wouldn't be back for days, volunteered at a moment's notice to passenger the machine over to the Isle of Man.

This is known as "service after sales"; other manufacturers please copy. Doesn't that conjure up a lovely picture of what might happen in the works of some of our biggest producers of motor vehicles?

Rumour has it that several Cooper sports cars are in process of construction, to be fitted with Bristol engines. This will be very interesting indeed, as their power-weight ratio should be quite useful, to put it mildly.

**I**T is obvious as a result of last Sunday's Belgian G.P. that Alfa Romeo and Ferrari are at present very closely matched indeed. Although the best Ferrari practice lap, by Villoresi, was several seconds slower than that of Fangio's Alfa, yet it was within one second of Farina's best, and in the race

itself the Ferrari led for the first two laps. Moreover, only the one Alfa Romeo finished without trouble, as against the two Ferraris. It remains to be seen whether B.R.M. can produce anything to tackle either of these projectiles in the Grand Prix d'Europe at Rheims on July 1; but that race should be an Homeric struggle whether between two marques or three. Let us hope that it will be three.

**T**Ommorrow there is a positive plethora of motoring events; not only Le Mans, on which the thoughts of most British enthusiasts will be focused fairly intently, but also Shelsley Walsh, Brands Hatch and the second Vintage Silverstone meeting. The Shelsley meeting includes a Jubilee parade of past star performers at the famous hill, which has had such a long and noble history and holds a unique position among events of its kind. Shelsley starts at 1.30 p.m., and is situated eight miles west of Worcester, just off the Tenbury road. Admission costs 7s 6d (transfer to enclosure 4s), and car park 5s.

The international meeting at Brands Hatch, starting at 2 p.m., has attracted a considerable entry of 57 cars, including the official Cooper team, the Ecurie Richmond Coopers, the J.B.S.s of Dryden, Parker and Westcott (to name but three), while from overseas come the Beels-J.A.P.s, an Eiffy and a Swedish-entered Cooper. John Habin is returning to this form of racing with a new J.B.S.; Ken Gregory will be driving the new Kieft (its first public appearance at Brands) and nearly every other known 500 seems to be represented in the list, together with some new ones.

Principal race in the Vintage meeting at Silverstone will be the 8-lap scratch race for the 1908 G.P. Itala Cup, for Vintage racing cars; also on the programme are

### COMING SHORTLY

- JUNE 23—Midland A.C. International speed hill-climb, Shelsley Walsh, 1.30 p.m.
- 23—Furness District M.C. Festival of Britain Rally, starting from Concle Inn, Rampside, Barrow, 10.30 p.m.
- 23—Vintage S.C.C. Race meeting, Silverstone, first race 12.30 p.m.
- 23—Half-lighter Club. Race meeting, Brands Hatch; first race 2 p.m.
- 23—M.G. Car Club (S.W.). Rally, Weston-super-Mare.
- 23-24—Le Mans 24-hour race, France.
- 23-24—Midland and Mid-Kent M.C. Manx Rally and Concours d'Elegance, starting from the Tudor House, Maidstone, 10 a.m.
- 23-24—Leicestershire C.C. Bat-Bo Trophy Trial, starting from Batchelor Bowles Garage, 60, London Road, Leicester, 10.45 p.m.
- 24—Hawick and Border C.C. Hill-climb, Hawick.
- 24—Lancia M.C. Team trial, Chipping Camden.
- 24—Rochdale and D.M.C. Night Trial.
- 24—Sheffield and Hallamshire M.C. Team trial.
- 24—West Sussex D.M.C. Driving test meeting.
- 24—Vintage S.C.C. Silverstone rally, starting Buckingham, Oxford, Kettering and Birmingham.
- 24—Alvis O.C. First Thames Valley Rally, Grey Hotel, Dorchester-on-Thames, Oxon; luncheon served at 1 p.m.
- 29—Rally du Dauphine, France.
- 30—Scottish S.C.C. Boness speed hill-climb, 2.45 p.m.
- 30—Midlands M.E.C. Race meeting, Silverstone, 1 p.m.
- 30—Wales C.C. Race meeting, Boreham, 1 p.m.
- 30—Ulster A.C. Race meeting, Newtownards.
- 30—Wirral 100 M.C. Speed trial, Rhuddymwyn.
- 30—Yorkshire S.C.C. Trial, Yorkshire.
- 30—Blackburn Welfare M.C. Race meeting for motor cycles and side-car racing cars, Brough Aerodrome, 1.30 p.m.
- 30—B.R.C. Earlsbourne Rally.
- JULY 1.—Grand Prix of Europe, Rheims.

## THE SPORT

continued

six scratch and handicap races and a 12-lap relay race. Admission is, of course, restricted to members of the club and their friends; the first event is at 12.15 p.m.

**T**HE Goodwood sports car meetings are an excellent training ground for new drivers, and also provide the enthusiastic sports car owner with a chance of proving—or disproving—the extravagant claims he is wont to make in his local of an evening. One thing has struck me at recent meetings, however (and not only at Goodwood); the number of people who enter for a meeting when they have very little hope or intention of actually appearing there seems to be on the increase. I know only too well that sometimes it is impossible to avoid non-starting, and I don't mean failures caused by trouble with the car or illness; but there is more to it than that. It is not fair to the organizers, who are expecting you, to other competitors who may be done out of a drive because the entry list is full, or to your public (if any) who are paying their entrance money in the eager expectation of seeing you flash madly round

the circuit, and will be very disappointed if they don't.

I commend to organizers the principle of addressing a brief but firm warning to those who fail to turn up without giving an adequate reason for same, that the acceptance of their entries for future meetings may be jeopardized thereby.

**T**HE Portuguese G.P., which this year was a sports car event run at Oporto, provided yet another victory for the *marque* Ferrari, these cars filling first and second places. The winner was a Portuguese driver, Casimiro Oliveira, while Vittorio Marzotto of Italy was second. Third came Pierre Meyrat of France in a 4½-litre Talbot Lago; the only British competitor to finish was F. Mathiessen, driving a Frazer Nash, who came home in ninth position. The other three competitors from this country, Duncan Hamilton, T. H. Wisdom and George Wicken, all with XK120 Jaguars, were forced to retire, after 38, 22 and 19 laps respectively.

**R**ESULTS: race distance 111 miles. 1st. 1. Ferrari (C. Oliveira) 2h 56m 47s. 78.07 m.p.h.; 2. Ferrari (V. Marzotto) 2h 49m 10s. 3. Talbot (P. Meyrat) 2h 58m 38s. ninth. Frazer Nash (F. Mathiessen) 43 laps.

J. A. C.

## CLUB NEWS

Run from London to Windsor on Sunday, June 3.

The cars were sent off from Hyde Park in pairs, starting at 8 a.m., with the oldest cars leading the procession. Remarkably little trouble was experienced on the roads, and more than a hundred cars arrived at the Home Park, Windsor, where the officers of the club were entertained at the Guildhall by the Mayor, aldermen and councillors.

**Bristol M.C. and L.C.C.** The driving tests and gymkhana held at Grove End, Alveston, on June 2 had an entry of fifteen cars. Results of the tests are as follows: **Blindfold driving:** M.G. (W. Jones). **Garage test:** M.G. (A. W. Morris). **Width judging:** M.G. (C. B. Young). **Drunkards' Dilemma:** Frazer Nash (R. W. Ashley). **Timed blind:** Frazer Nash (R. W. Ashley).

The next event will be the Festival Rally and Reliability Trial for Veteran and Edwardian cars on July 14, the route for which will take competitors from Bristol to Weston-super-Mare and back to Bristol again for the finish. Entries to Mrs. J. Hammond, 19, Pilton Street, Bristol, 6.

**West Essex C.C.** The results of the Southend Rally, run on June 1, 2, 3, are as follows: **Best performance of the day:** M.G. (H. J. Bone). **Runner-up:** M.G. (H. W. Dalling, Essex Police). **Best performance, open car:** H. J. Bone; **closed car:** Riley (J. V. Lewis). **Team award:** Fiat (A. C. Westwood). **H.R.G. (A. Gordon), M.G. (H. J. Bone).**

Raymond Way, with his 1938 Rolls-Royce, gained the premier award in the *concours d'élegance*.

**Cheltenham M.C.** The accent was on the economy in the Cotswoold Car Rally on June 6, which was run under a formula governed by m.p.g. in relation to passenger space. Results are as follows: **Four-seater cars:** £200 pre-war, £450 post-war: Renault (J. P. Higgins). £201 to £400 pre-war, £451 to £900 post-war: Jowett Javelin (J. Chesters). **Two-seater cars, any capacity or price:** Austin (F. M. Harris).

The Third Annual Cheltenham Rally, to be run on August 24-25, will be organized on a similar "economy" basis.

**Alvis O.C. (South-Eastern).** Those wishing to compete in the club's first Thames Valley Rally, which will start with luncheon at the George Hotel, Dorchester-on-Thames, at 1 p.m. on Sunday, June 24, should contact E. R. Turner, 3, Warwick Road, London, S.W.18. During the afternoon special tests will be arranged on a local airfield.

**Leicestershire C.C.** Regulations have now been published for the Bat-Bo Trophy Trial

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## BOOK

## GREAT COURTESY

By golly, the results of our little piece the other week about fitting television interference-suppressors to cars has given our faith in human nature quite a fillip! The number of motorists who have come in to make sure they are not spoiling other folks' entertainment says a lot for the good sportsmanship of these parts. . . . There's a point we'd like to make clear, since it seemed to worry some people slightly. Well-designed suppressors do not affect the power or performance of your engine. (Good example department: All of Blakes own vehicles are fitted with suppressors.)

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## AN APPRECIATION

Having in mind recent outstanding Frazer-Nash achievements in international events, and the many successes gained in club members' meetings by privately-owned and driven Frazer-Nash cars competing against production models of other makes (including establishing sports car records, irrespective of capacity, for the Castle Combe, Goodwood and Silverstone circuits), the present seems an appropriate moment

to congratulate our owners in whose hands rests the reputation of the Frazer-Nash:

to acknowledge the enthusiasm and keen interest of our works personnel, and

to convey our appreciation of the co-operation extended to us by the Bristol Aeroplane Company who build the special Frazer-Nash version of the Bristol engine—in itself, greatly contributing to the ever-increasing Frazer-Nash reputation for one hundred per cent reliability and exceptional performance.

**FRAZER-NASH CARS**  
ISLEWORTH, MIDDLESEX

## CLUB NEWS

—a closed main road night event—to be run on Saturday and Sunday, June 23-24, catering especially for the ordinary club member. The start will be from Batchelor Bowles Garage, 60, London Road, Leicester, at 10.45 p.m., and there will be a break during the night—at approximately 1 a.m.—for a snack supper; breakfast will be "laid on" at the finish, at Cromer. The course will be about 170 miles long.

All enquiries to K. M. Towle, 136, Wharf Street, Leicester.

**North Midland M.C.** The first Midsummer Road and Test Trial, which is to be run as an annual event, had an entry of twenty-three cars on June 10, starting from the Norton Hotel, Meadowhead, Sheffield, on the 46-mile road section to the Crown Hotel, Bawtry, where tea and sand-

wiches were "on the club." Competitors then drove to Bircotes Aerodrome, where driving tests were organized. P. H. Dickens (M.G.) was awarded the Bircotes Trophy for best performance; first in the open car class was a Morris Minor, driven by W. D. Binns; a Ford Prefect, driven by J. W. Fleetwood, won the class for closed cars.

**Tenby M.C.** Results of the Festival of Britain Road Rally, held on June 10, were as follows: Best performance (The Lt.-Col. and Mrs. P. R. Howells challenge cup): Morgan (T. J. Jones), 13 marks lost. Best sports car or motor cycle performance: B.S.A. (P. Darch), 13. Best production car performance: Ford Consul (W. Lloyd Edwards and I. Hughes), 18. Best lady navigators: Mrs. I. Hughes (production cars) and Miss M. Creenor (sports cars).

## IN BRIEF

Mr. Frank H. Bale, O.B.E., M.I.Mech.E., will become managing director of Premier Motor Policies, Ltd., on July 1. Mr. R. E. Bilcliffe will, at the same time, become manager of the company.

Mr. R. B. Sawrey-Cookson has been appointed public relations officer of the British Road Federation, Ltd., following the relinquishment of the post by Mr. Ronald Syme, who is going abroad.

The 1951-52 edition of the R.A.C. Motorists' Guide to London is now available and provides all the information which visitors may reasonably require. It is available to both members and non-members, and is free.

London Festival visitors to the South Bank Site are finding the car park map folder produced by the Regent Oil Co., Ltd. and National Car Parks, Ltd., a useful means of finding their whereabouts easily. The leaflet is issued free to all those using the National Car Parks connected with the Festival.

The following is a revised list of Standard and Triumph service weeks arranged for the remainder of the year: **Provincial areas.** Week commencing June 25, Rossleigh, Ltd., Allan Park, Stirling; July 2, Rossleigh, Ltd., Yeaman Shore, Dundee; July 9, Dunn's Garages (Sunderland), Ltd., Wheatsheaf Corner Sunderland; August 27, James Ferries and Co., Ltd., The Motor House, 84-86, Eastgate, Inverness; September 3, Arthur Charles, Ltd., Wyle Cop, Shrewsbury; September 10, Middlewich Motors, Chester Road Garage, Middlewich; September 17, Norton's (Cardiff), Ltd., Penarth Road, Cardiff; September 24, F. Mitchell (Not-

tingham), Ltd., Derby Road, Nottingham; October 1, Haines and Strange, High Street, Cheltenham; October 8, P. W. Barker, Ltd., 82-84, Lowesmoor, Worcester; November 5, Ernest W. Hatfield, Ltd., 147-151, Norfolk Street, Sheffield, 1.

**London area.** Week commencing June 25, Julian's of Reading, Ltd., 27, King's Road, Reading; September 3, Steele Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.E.5; September 10, H. R. Moore, Ltd., Standard House, Northgate End, Bishop's Stortford; September 17, Chamberlin and Sons, 13 and 15, Buckingham Street, Aylesbury; September 24, Station Garages (Amersham and Chalfont), Ltd., Amersham; October 1, Eastern Automobiles, Ltd., 1163-7, London Road, Leigh-on-Sea; October 8, Ware's Motors, Ltd., Broad Street, Bath; November 5, Lankester Engineering Co., Ltd., 39-43, Eden Street, Kingston-on-Thames; November 12, Halls (Finchley), Ltd., Odeon Parade, High Road, London, N.12; November 19, Broadfields Garage and Engineering Co., Ltd., Standard House, Cockfosters.

A new branch of the Motor and Cycle Trades Benevolent Association has been started for the area of Berkshire, Oxon and south Buckinghamshire, with Mr. F. G. Jarvis (G. Jarvis and Son, Ltd., Reading) as chairman. This is an important area, containing the Nuffield headquarters.

The Castrol company now have a library of more than a quarter of a million lubrication charts, covering 900 models from the 1928 Austin Seven to the current productions. Any motorist may obtain a free chart by writing to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1, stating the make, model and year of his car.

## INFORMATION SOUGHT

No. 15910. 1938 Alvis Silver Eagle "L.F."—All possible data and a handbook.

No. 15911. 1931 M-type M.G. Midget "J.E.E."—All possible information and a handbook.

No. 15912. 1923 Lanchester Ten "F.W.B."—General information and a handbook.

No. 15913. 1928 Salmons "H.O.R."—All possible details and experiences; also a handbook for the twin carburetor model.

No. 15914. Steam Cars "H.R.S."—All possible information.

No. 15915. Ford and Willys Jeeps "L.L.J.H."—All possible information and handbook.

No. 15916. Handbooks Required

"H.F."—1930 10 h.p. Swift.  
"W.E.A."—1936 Triumph Vitesse.  
"G.G.W."—1938 Rover Sixteen.  
"L."—1936 11.9 h.p. Hunter.

"H.S."—1932 Standard Little Nine workshop manual and wiring diagrams.

"R.H."—1932 t.v. Morris Minor.

"B.W.B."—1937 Triumph Vitesse.

"M.A.S."—1935 16 h.p. S.S.I.

"N.P.W."—Latest model Invicta Black Prince.

"V.M.C."—1939 Triumph Dolomite.

"W.S.D."—1936 B.S.A. Scout.

"W.H.W."—1936 Austin Ten.

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**ALFA ROMEO** 1500 sports, 1950, 1500, 1951, 1952, 1953. A.G.—G. Eton Ave. World's record holder, engine, clutch and gear box reconditioned, new hood, side-screens and tyres, finished Alfa red, an attractive car with a distinct personality. Tel. 159, J.W. Derriford, 159, London Rd., Kingston-on-Thames. Tel. 5621-2.

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**BARTLETT**—Alfa-Romeo 2.9 2-seater wanted. 27a, Pembroke Villas, W.11. Tel. 2512.

**OWLAND SMITH'S** the Alfa-Romeo buyers.—Hampstead 4201.

**CHIPSTEAD MOTORS** Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Phoenix 0052.

**Alfa-Romeo Service and Services**

**THOMSON & TAYLOR (BROOKLANDS)**, Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands, 17a, Worplesdon, Surrey. Tel. 5004.

**BEVERLY TYRES** (WINDSOR) Ltd., 1004, Combe Rd., New Malden, Surrey, are now producing special cowlwork on Alfa-Romeo chassis to customers' requirements. Enquiries will be found in our showrooms.—Tel. Malden 4405.

**ALLARD**

**BARTLETT**—Allard 1950, low mileage standard model, 27a, Pembroke Villas, W.11. Tel. 25050.

**ALLARD** 4-door tourer, 1948, black with brown hide upholstery, in really immaculate condition: £795.

**BRISTOL STREET MOTORS** Ltd., 164-165, Bristol St., Birmingham 5. M.D. 5961. Tel. 21714.

#### DICKS CAR SALES offer:-

**1947** (Sept.) Allard sports 2-star, very fast and powerful, black, 1947, 2,000 miles, 1948. Maudsley Vale 6866-9.

**DICKS CAR SALES**, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6866-9. Tel. 14198.

**POTTER, RICHARD & CARR**, offer:-

2-seater, fixed head coupe: £825.

**1947** Competition 2-seater Standard body and chassis, black, 1947, 2,000 miles, 1948. Mercury engine, Scintilla speed instruments. £725.

**56** (September) 1948. 2-seater. £1,000.

**A. CLAND & TAYLOR**, Welwyn 481, offer with a three month guarantee:

**1950** Allard saloon, black, 5,000 miles—British Railways. £1,221.

**1950** Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tel. 3586.

**16000** miles, 1949 (June) Allard 2-seater.—Ernest Potter, 16000, 1949 (July) Allard 2-seater. £1,221.

(Trade enquiries only please) Tel. 2050.

**1948** Allard 2-seater Roadster, silver grey, fitted extras, high compression heads, 12,000 miles. £1,085.

**1948** Allard 2-seater. £1,085. (Liverpool).

**725** racing green, leather upholstery, excellent condition, cost £1,230; terms, exchanges; list: open 9-7 weekdays and Saturdays. £1,085.

**1948** Allard 2-seater. £1,085.

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**1927** Alvis 12 2-seater tourer, everyday use but needs attention, licensed end of June last, enthusiast. £75.—King Virtue's 705 mornings, or 7 p.m.

**A** 1918 Speed 20 Charleworth saloon, first registered 1918, 4-door, leather, wood trim, overdrive, new shock absorbers, crown wheel and pinion, brake linings, five good tyres, 20 m.p.h. taxed to December; £450 or offer. Tel. 253 2564 mode.

**395** Alvis 12 2-seater 1934 model. Charleworth 4-door sports saloon, black, sliding head, leather, leather, wheel trim, excellent condition, terms, exchanges, long 12 miles. Tel. 253 7154.

**ARMSTRONG MOTORS**, Ltd., 197, Fulham Rd., S.W.3.

**C** ington London, S.W.3.—Alvis Speed 20 1939 sports saloon, late type with helmet wings, no running board, leather, wood trim, overdrive, new shock absorbers, one-shot fitted Jacks, Lucas shock absorbers, stock car.—Flaxman 0052 7235 7154.

**D** 1937 Alvis 12 2-seater Cross and Crossabout. In really outstanding condition, mechanically faultless, crash box, bodywork very clean, dark blue, brown leather, new hood, excellent tyres, two new batteries, genuine leather, wood trim, overdrive, new shock absorbers.—Noel Roscoe, Amersham Rd., Crowthorne St. Giles, Bucks. Tel. 182.

**E** 745 in maroon and black with maroon leather, an superb and altogether desirable motor, in thoroughly good condition, complete with overdrive, £1,050.—Tel. 1829 September last year, speedo reading 49,000, mileage since mechanical reconditioning just under 6,000, exchange terms, tyres—see below.

**£195** solid family 4-seater car in quite above average mechanical order for a car of its year, several speedos, £1,050.—Tel. 1829.

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**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds.

**T** 1937 Alvis 12 2-seater. Nearly 400 cars ready for inspection and purchase. Hire Purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till Saturday.

**A** LTON GARAGE, The Alvis People, have the following:-

1932 T.J. 12 50 2-seater, absolutely original and sound. £225. 1934 16 92 sports tourer, magnificently maintained, leather, wood trim, overdrive, £1,050.

1939 12 50 2-seater, £225. 1939 16 92 4-door, £225. 1939 12 50 4-door, £225. 1939 16 92 2-seater, £225. 1939 12 50 sports saloon, knock-off wheels, paint yellow. There is also a large selection of other models available, including Speed 20s, 12s, 16s, 18s, 20s, 25s, 30s, 35s, 40s, 45s, 50s, 55s, 60s, 65s, 70s, 75s, 80s, 85s, 90s, 95s, 100s, 105s, 110s, 115s, 120s, 125s, 130s, 135s, 140s, 145s, 150s, 155s, 160s, 165s, 170s, 175s, 180s, 185s, 190s, 195s, 200s, 205s, 210s, 215s, 220s, 225s, 230s, 235s, 240s, 245s, 250s, 255s, 260s, 265s, 270s, 275s, 280s, 285s, 290s, 295s, 300s, 305s, 310s, 315s, 320s, 325s, 330s, 335s, 340s, 345s, 350s, 355s, 360s, 365s, 370s, 375s, 380s, 385s, 390s, 395s, 400s, 405s, 410s, 415s, 420s, 425s, 430s, 435s, 440s, 445s, 450s, 455s, 460s, 465s, 470s, 475s, 480s, 485s, 490s, 495s, 500s, 505s, 510s, 515s, 520s, 525s, 530s, 535s, 540s, 545s, 550s, 555s, 560s, 565s, 570s, 575s, 580s, 585s, 590s, 595s, 600s, 605s, 610s, 615s, 620s, 625s, 630s, 635s, 640s, 645s, 650s, 655s, 660s, 665s, 670s, 675s, 680s, 685s, 690s, 695s, 700s, 705s, 710s, 715s, 720s, 725s, 730s, 735s, 740s, 745s, 750s, 755s, 760s, 765s, 770s, 775s, 780s, 785s, 790s, 795s, 800s, 805s, 810s, 815s, 820s, 825s, 830s, 835s, 840s, 845s, 850s, 855s, 860s, 865s, 870s, 875s, 880s, 885s, 890s, 895s, 900s, 905s, 910s, 915s, 920s, 925s, 930s, 935s, 940s, 945s, 950s, 955s, 960s, 965s, 970s, 975s, 980s, 985s, 990s, 995s, 1000s, 1005s, 1010s, 1015s, 1020s, 1025s, 1030s, 1035s, 1040s, 1045s, 1050s, 1055s, 1060s, 1065s, 1070s, 1075s, 1080s, 1085s, 1090s, 1095s, 1100s, 1105s, 1110s, 1115s, 1120s, 1125s, 1130s, 1135s, 1140s, 1145s, 1150s, 1155s, 1160s, 1165s, 1170s, 1175s, 1180s, 1185s, 1190s, 1195s, 1200s, 1205s, 1210s, 1215s, 1220s, 1225s, 1230s, 1235s, 1240s, 1245s, 1250s, 1255s, 1260s, 1265s, 1270s, 1275s, 1280s, 1285s, 1290s, 1295s, 1300s, 1305s, 1310s, 1315s, 1320s, 1325s, 1330s, 1335s, 1340s, 1345s, 1350s, 1355s, 1360s, 1365s, 1370s, 1375s, 1380s, 1385s, 1390s, 1395s, 1400s, 1405s, 1410s, 1415s, 1420s, 1425s, 1430s, 1435s, 1440s, 1445s, 1450s, 1455s, 1460s, 1465s, 1470s, 1475s, 1480s, 1485s, 1490s, 1495s, 1500s, 1505s, 1510s, 1515s, 1520s, 1525s, 1530s, 1535s, 1540s, 1545s, 1550s, 1555s, 1560s, 1565s, 1570s, 1575s, 1580s, 1585s, 1590s, 1595s, 1600s, 1605s, 1610s, 1615s, 1620s, 1625s, 1630s, 1635s, 1640s, 1645s, 1650s, 1655s, 1660s, 1665s, 1670s, 1675s, 1680s, 1685s, 1690s, 1695s, 1700s, 1705s, 1710s, 1715s, 1720s, 1725s, 1730s, 1735s, 1740s, 1745s, 1750s, 1755s, 1760s, 1765s, 1770s, 1775s, 1780s, 1785s, 1790s, 1795s, 1800s, 1805s, 1810s, 1815s, 1820s, 1825s, 1830s, 1835s, 1840s, 1845s, 1850s, 1855s, 1860s, 1865s, 1870s, 1875s, 1880s, 1885s, 1890s, 1895s, 1900s, 1905s, 1910s, 1915s, 1920s, 1925s, 1930s, 1935s, 1940s, 1945s, 1950s, 1955s, 1960s, 1965s, 1970s, 1975s, 1980s, 1985s, 1990s, 1995s, 2000s, 2005s, 2010s, 2015s, 2020s, 2025s, 2030s, 2035s, 2040s, 2045s, 2050s, 2055s, 2060s, 2065s, 2070s, 2075s, 2080s, 2085s, 2090s, 2095s, 2100s, 2105s, 2110s, 2115s, 2120s, 2125s, 2130s, 2135s, 2140s, 2145s, 2150s, 2155s, 2160s, 2165s, 2170s, 2175s, 2180s, 2185s, 2190s, 2195s, 2200s, 2205s, 2210s, 2215s, 2220s, 2225s, 2230s, 2235s, 2240s, 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2960s, 2965s, 2970s, 2975s, 2980s, 2985s, 2990s, 2995s, 3000s, 3005s, 3010s, 3015s, 3020s, 3025s, 3030s, 3035s, 3040s, 3045s, 3050s, 3055s, 3060s, 3065s, 3070s, 3075s, 3080s, 3085s, 3090s, 3095s, 3100s, 3105s, 3110s, 3115s, 3120s, 3125s, 3130s, 3135s, 3140s, 3145s, 3150s, 3155s, 3160s, 3165s, 3170s, 3175s, 3180s, 3185s, 3190s, 3195s, 3200s, 3205s, 3210s, 3215s, 3220s, 3225s, 3230s, 3235s, 3240s, 3245s, 3250s, 3255s, 3260s, 3265s, 3270s, 3275s, 3280s, 3285s, 3290s, 3295s, 3300s, 3305s, 3310s, 3315s, 3320s, 3325s, 3330s, 3335s, 3340s, 3345s, 3350s, 3355s, 3360s, 3365s, 3370s, 3375s, 3380s, 3385s, 3390s, 3395s, 3400s, 3405s, 3410s, 3415s, 3420s, 3425s, 3430s, 3435s, 3440s, 3445s, 3450s, 3455s, 3460s, 3465s, 3470s, 3475s, 3480s, 3485s, 3490s, 3495s, 3500s, 3505s, 3510s, 3515s, 3520s, 3525s, 3530s, 3535s, 3540s, 3545s, 3550s, 3555s, 3560s, 3565s, 3570s, 3575s, 3580s, 3585s, 3590s, 3595s, 3600s, 3605s, 3610s, 3615s, 3620s, 3625s, 3630s, 3635s, 3640s, 3645s, 3650s, 3655s, 3660s, 3665s, 3670s, 3675s, 3680s, 3685s, 3690s, 3695s, 3700s, 3705s, 3710s, 3715s, 3720s, 3725s, 3730s, 3735s, 3740s, 3745s, 3750s, 3755s, 3760s, 3765s, 3770s, 3775s, 3780s, 3785s, 3790s, 3795s, 3800s, 3805s, 3810s, 3815s, 3820s, 3825s, 3830s, 3835s, 3840s, 3845s, 3850s, 3855s, 3860s, 3865s, 3870s, 3875s, 3880s, 3885s, 3890s, 3895s, 3900s, 3905s, 3910s, 3915s, 3920s, 3925s, 3930s, 3935s, 3940s, 3945s, 3950s, 3955s, 3960s, 3965s, 3970s, 3975s, 3980s, 3985s, 3990s, 3995s, 4000s, 4005s, 4010s, 4015s, 4020s, 4025s, 4030s, 4035s, 4040s, 4045s, 4050s, 4055s, 4060s, 4065s, 4070s, 4075s, 4080s, 4085s, 4090s, 4095s, 4100s, 4105s, 4110s, 4115s, 4120s, 4125s, 4130s, 4135s, 4140s, 4145s, 4150s, 4155s, 4160s, 4165s, 4170s, 4175s, 4180s, 4185s, 4190s, 4195s, 4200s, 4205s, 4210s, 4215s, 4220s, 4225s, 4230s, 4235s, 4240s, 4245s, 4250s, 4255s, 4260s, 4265s, 4270s, 4275s, 4280s, 4285s, 4290s, 4295s, 4300s, 4305s, 4310s, 4315s, 4320s, 4325s, 4330s, 4335s, 4340s, 4345s, 4350s, 4355s, 4360s, 4365s, 4370s, 4375s, 4380s, 4385s, 4390s, 4395s, 4400s, 4405s, 4410s, 4415s, 4420s, 4425s, 4430s, 4435s, 4440s, 4445s, 4450s, 4455s, 4460s, 4465s, 4470s, 4475s, 4480s, 4485s, 4490s, 4495s, 4500s, 4505s, 4510s, 4515s, 4520s, 4525s, 4530s, 4535s, 4540s, 4545s, 4550s, 4555s, 4560s, 4565s, 4570s, 4575s, 4580s, 4585s, 4590s, 4595s, 4600s, 4605s, 4610s, 4615s, 4620s, 4625s, 4630s, 4635s, 4640s, 4645s, 4650s, 4655s, 4660s, 4665s, 4670s, 4675s, 4680s, 4685s, 4690s, 4695s, 4700s, 4705s, 4710s, 4715s, 4720s, 4725s, 4730s, 4735s, 4740s, 4745s, 4750s, 4755s, 4760s, 4765s, 4770s, 4775s, 4780s, 4785s, 4790s, 4795s, 4800s, 4805s, 4810s, 4815s, 4820s, 4825s, 4830s, 4835s, 4840s, 4845s, 4850s, 4855s, 4860s, 4865s, 4870s, 4875s, 4880s, 4885s, 4890s, 4895s, 4900s, 4905s, 4910s, 4915s, 4920s, 4925s, 4930s, 4935s, 4940s, 4945s, 4950s, 4955s, 4960s, 4965s, 4970s, 4975s, 4980s, 4985s, 4990s, 4995s, 5000s, 5005s, 5010s, 5015s, 5020s, 5025s, 5030s, 5035s, 5040s, 5045s, 5050s, 5055s, 5060s, 5065s, 5070s, 5075s, 5080s, 5085s, 5090s, 5095s, 5100s, 5105s, 5110s, 5115s, 5120s, 5125s, 5130s, 5135s, 5140s, 5145s, 5150s, 5155s, 5160s, 5165s, 5170s, 5175s, 5180s, 5185s, 5190s, 5195s, 5200s, 5205s, 5210s, 5215s, 5220s, 5225s, 5230s, 5235s, 5240s, 5245s, 5250s, 5255s, 5260s, 5265s, 5270s, 5275s, 5280s, 5285s, 5290s, 5295s, 5300s, 5305s, 5310s, 5315s, 5320s, 5325s, 5330s, 5335s, 5340s, 5345s, 5350s, 5355s, 5360s, 5365s, 5370s, 5375s, 5380s, 5385s, 5390s, 5395s, 5400s, 5405s, 5410s, 5415s, 5420s, 5425s, 5430s, 5435s, 5440s, 5445s, 5450s, 5455s, 5460s, 5465s, 5470s, 5475s, 5480s, 5485s, 5490s, 5495s, 5500s, 5505s, 5510s, 5515s, 5520s, 5525s, 5530s, 5535s, 5540s, 5545s, 5550s, 5555s, 5560s, 5565s, 5570s, 5575s, 5580s, 5585s, 5590s, 5595s, 5600s, 5605s, 5610s, 5615s, 5620s, 5625s, 5630s, 5635s, 5640s, 5645s, 5650s, 5655s, 5660s, 5665s, 5670s, 5675s, 5680s, 5685s, 5690s, 5695s, 5700s, 5705s, 5710s, 5715s, 5720s, 5725s, 5730s, 5735s, 5740s, 5745s, 5750s, 5755s, 5760s, 5765s, 5770s, 5775s, 5780s, 5785s, 5790s, 5795s, 5800s, 5805s, 5810s, 5815s, 5820s, 5825s, 5830s, 5835s, 5840s, 5845s, 5850s, 5855s, 5860s, 5865s, 5870s, 5875s, 5880s, 5885s, 5890s, 5895s, 5900s, 5905s, 5910s, 5915s, 5920s, 5925s, 5930s, 5935s, 5940s, 5945s, 5950s, 5955s, 5960s, 5965s, 5970s, 5975s, 5980s, 5985s, 5990s, 5995s, 6000s, 6005s, 6010s, 6015s, 6020s, 6025s, 6030s, 6035s, 6040s, 6045s, 6050s, 6055s, 6060s, 6065s, 6070s, 6075s, 6080s, 6085s, 6090s, 6095s, 6100s, 6105s, 6110s, 6115s, 6120s, 6125s, 6130s, 6135s, 6140s, 6145s, 6150s, 6155s, 6160s, 6165s, 6170s, 6175s, 6180s, 6185s, 6190s, 6195s, 6200s, 6205s, 6210s, 6215s, 6220s, 6225s, 6230s, 6235s, 6240s, 6245s, 6250s, 6255s, 6260s, 6265s, 6270s, 6275s, 6280s, 6285s, 6290s, 6295s, 6300s, 6305s, 6310s, 6315s, 6320s, 6325s, 6330s, 6335s, 6340s, 6345s, 6350s, 6355s, 6360s, 6365s, 6370s, 6375s, 6380s, 6385s, 6390s, 6395s, 6400s, 6405s, 6410s, 6415s, 6420s, 6425s, 6430s, 6435s, 6440s, 6445s, 6450s, 6455s, 6460s, 6465s, 6470s, 6475s, 6480s, 6485s, 6490s, 6495s, 6500s, 6505s, 6510s, 6515s, 6520s, 6525s, 6530s, 6535s, 6540s, 6545s, 6550s, 6555s, 6560s, 6565s, 6570s, 6575s, 6580s, 6585s, 6590s, 6595s, 6600s, 6605s, 6610s, 6615s, 6620s, 6625s, 6630s, 6635s, 6640s, 6645s, 6650s, 6655s, 6660s, 6665s, 6670s, 6675s, 6680s, 6685s, 6690s, 6695s, 6700s, 6705s, 6710s, 6715s, 6720s, 6725s, 6730s, 6735s, 6740s, 6745s, 6750s, 6755s, 6760s, 6765s, 6770s, 6775s, 6780s, 6785s, 6790s, 6795s, 6800s, 6805s, 6810s, 6815s, 6820s, 6825s, 6830s, 6835s, 6840s, 6845s, 6850s, 6855s, 6860s, 6865s, 6870s, 6875s, 6880s, 6885s, 6890s, 6895s, 6900s, 6905s, 6910s, 6915s, 6920s, 6925s, 6930s, 6935s, 6940s, 6945s, 6950s, 6955s, 6960s, 6965s, 6970s, 6975s, 6980s, 6985s, 6990s, 6995s, 7000s, 7005s, 7010s, 7015s, 7020s, 7025s, 7030s, 7035s, 7040s, 7045s, 7050s, 7055s, 7060s, 7065s, 7070s, 7075s, 7080s, 7085s, 7090s, 7095s, 7100s, 7105s, 7110s, 7115s, 7120s, 7125s, 7130s, 7135s, 7140s, 7145s, 7150s, 7155s, 7160s, 7165s, 7170s, 7175s, 7180s, 7185s, 7190s, 7195s, 7200s, 7205s, 7210s, 7215s, 7220s, 7225s, 7230s, 7235s, 7240s, 7245s, 7250s, 7255s, 7260s, 7265s, 7270s, 7275s, 7280s, 7285s, 7290s, 7295s, 7300s, 7305s, 7310s, 7315s, 7320s, 7325s, 7330s, 7335s, 7340s, 7345s, 7350s, 7355s, 7360s, 7365s, 7370s, 7375s, 7380s, 7385s, 7390s, 7395s, 7400s, 7405s, 7410s, 7415s, 7420s, 7425s, 7430s, 7435s, 7440s, 7445s, 7450s, 7455s, 7460s, 7465s, 7470s, 7475s, 7480s, 7485s, 7490s, 7495s, 7500s, 7505s, 7510s, 7515s, 7520s, 7525s, 7530s, 7535s, 7540s, 7545s, 7550s, 7555s, 7560s, 7565s, 7570s, 7575s, 7580s, 7585s, 7590s, 7595s, 7600s, 7605s, 7610s, 7615s, 7620s, 7625s, 7630s, 7635s, 7640s, 7645s, 7650s, 7655s, 7660s, 7665s, 7670s, 7675s, 7680s, 7685s, 7690s, 7695s, 7700s, 7705s, 7710s, 7715s, 7720s, 7725s, 7730s, 7735s, 7740s, 7745s, 7750s, 7755s, 7760s, 7765s, 7770s, 7775s, 7780s, 7785s, 7790s, 7795s, 7800s, 7805s, 7810s, 7815s, 7820s, 7825s, 7830s, 7835s, 7840s, 7845s, 7850s, 7855s, 7860s, 7865s, 7870s, 7875s, 7880s, 7885s, 7890s, 7895s, 7900s, 7905s, 7910s, 7915s, 7920s, 7925s, 7930s, 7935s,



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**BENTLEY (3% & 4½-Horse)**

**C** AR MART, Ltd.

**M** 1948 Bentley Mark VI steel saloon, 15,000 miles:

£3,500. Tel. 3-5 Burlington Gardens, Old Bond St., W.1. Tel. Regent 7887.

**F** FOX.

**O**FFICIALLY appointed Rolls-Royce and Bentley

retailers, special retailers of H. J. Mulliner, coachwork

and Austin, Daimler, Lagonda, Riley, Standard

Mark VI Bentley saloons of all years, including the

undermentioned.—

**1948** completely overhauled by Bentley Motors, imme-  
diately delivered £3,850.

**H** FOX & CO. Ltd., 3-5 Burlington Gardens, Old

Bond St., W.1. Tel. Regent 7887.

**F** FOX.

**I** IPPON.

**R** IPPON.

**R** IPPON BROS., Ltd.

**N** ORTHIERN Bentley specialists.

**1948** Mark VI standard saloon, pearl grey with

black leather upholstery.

**1947** Mark VI standard saloon, black with beige

leather upholstery.

**1937** 4½-litre 4-door sports saloon by Thrupp &

Maberly, black with blue leather up-  
holstery.

**1934** 3½-litre 4-door sports saloon by Park Ward,

black with brown leather.

FOR further particulars contact the largest Bentley

distributors.

**R** IPPON BROS. Ltd., Huddersfield 6340 (18 lines). Also

at Bradford, Leeds & Sheffield. [1926]

**R** G. MORTLAKE offers:-

**1934** Rolls-Bentley 3½-litre foursome drop head

by Park Ward, black, exceptionally fine condition

throughout.

**1937** 3½-litre rarer-edged sports saloon. Freesone

& Webb. Known mileage: 10,000 miles. Tel. 233. Kenilworth, London, W.1. Tel. Ladbroke 3155. [1940]

6,300. Arnold 4604.

**R** USSELL MOTORS offer:-

**1934** Bentley 3½-litre drop head foursome by

Park Ward, black, red leather, discs, radio, etc., exceptional car.

THE above car subject to any trial or examination.

**R** USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47

Sloane Vile 6385-86. Stone 9386. [2114]

**D** ICKS CAR SALES offer:-

**1934** Bentley 3½-litre sports saloon: £350.

**D** ICKS CAR SALES Ltd., 385-401, High Rd., Kilburn.

Maida Vale 6385-86. [2446]

**R** C. WIMBUSH, Ltd., offer:-

**1937** Bentley 4½-litre special saloon by Park

Ward, black with black and hide upholstery, im-

mmaculate underthroughout £1,075.

**312**, Earls Court Rd., S.W.5. Fremantle 8401. [1954]

**R** OOKLANDS for individuality.

**B** entley Mark VI standard saloon, black.

**1948** Bentley Mark VI standard saloon, black.

Speedometer reading 14,000 miles.

**C** BU or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [2541]

**M** ASCOT MOTORS, Ltd., offer:-

**1936** (Dec.) 4½-litre H. J. Mulliner sports saloon,

grey with brown leather.

**1936** (Dec.) 4½-litre H. J. Mulliner sports saloon,

black with black leather.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## BENTLEY

**C**AR specialist for over 20 years wishes to purchase pre-war post-war Bentley in good condition urgently wanted 1946-7-8 Mark IV standard saloons. Tel. head 8431/2 [1962]

## J. MARSHALL

**W**ANTED—Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement. Tel. Garston 2369 [1947]

## J. MARSHALL 869 St. Albans Rd., Watford.

**T**O Bentley and Rolls-Royce owners.

**W**e have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

## JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley.

**12** 13, St. George St., Hanover Square, W.I. Tel. May 7444. [1970]

**WANTED** 3½ or 4½ Bentley saloon; also 3 or 4½-litre open tourer. Tel. 2559

**LOWLAND SMITHS**, Ltd., 18, Bowes Rd., buyers

standard H. of. (Hampstead Tube). Tel. 6041

**W**ANTED—AUXILIARIES, Ltd., oilcanage

etc. for Bentleys and special vehicles. Urgently require 1940

**T**HIS BANINGSTOKE MOTOR CO. wish to purchase pre-war Bentley models; fair price offered

By Post: Basingstoke. Tel. 2054

**W**e are open to purchase any type pre-war Bentley

cars complete or otherwise. Tel. 6000. Westow St., Croydon, Surrey CR1 19. Tel. 3388

**W**ADHAM BROS., Ltd., leading special retailers

wish to purchase good pre- and post-war Bentleys

and Rolls-Royce cars.—Banister Road, Southampton 29/51.

**R**IPPON BROS., Ltd., the Northern

Automobile Repairs and Registers, whilst

buy small vintage Mark VI Bentleys. Tel. 0460

(5 lines).

**J**ACOBOLDING, Ltd. 8-10 North Audley St., W.1.

Official Bentley and Rolls-Royce retailers are inter-

ested in the purchase of Bentley cars in first-class

condition. Tel. 5242

**W**e require 2½-litre of Bentley cars, especially

post-war Mark VI standard saloons; send particu-

lars to R. C. Wimbush, Ltd., 312, Earl's Court Rd., W.5. Tel. 9355

**C**HARLES FOLLET, Ltd. officially appointed

tailors and repairers, buy good late cars.—18,

Stepney Wharf, London E.1. Tel. 2059

**A** PRIVATE motorist would like to hear from a private

owner who wishes to sell at an equitable price a late

model 1946-7-8 Bentley 3½-litre. Tel. 21718

Driver type of body is required, and the car needs to be in

every way in first-class condition; dealers, please don't

trouble to reply. Tel. 21718

## Bentley Spares and Service

## JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley

cars, servicing or complete overhauls, mechanical or

coachwork; large stocks of spares for all types.

**W**ANTED—Vauxhall 12-6 M.W. 1938

**C**HARLES FOLLET, Ltd., officially appointed re-

tailers and repairers.

**R**HOWROOMS: 15, Berkeley St., W.I. May 6266.

**S**PARE parts.

**SERVICE:** 12, Wellesley Ave., W.6. Riv. 1415.

**M**ITCHISON MOTORS, specialists for Bentley and

Rolls-Royce, 12-13 Merchiston Mews, Edinburgh, II. Tel. 2785.

**C**ENTRAL GARAGE, Craydon, specialists of all Bent-

ley and Rolls-Royce models, servicing, overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7364.

**B.M.W. Cars Wanted**

URGENTLY required. 327-80 B.M.W.—Coachwork, Elst. Rd., Evesham. Tel. 6359 [2524]

## BRISTOL

**U**M LTD. Joint Distributors

UNIVERSITY MOTORS, Ltd., Bristol, and Eastern Counties; also Berks

Beds and Bucks V.1. Tel. 3141. [1916]

**A** OFFICIAL Bristol retailers.

**41** 42 Hay's Mews, Berkeley Sq., W.I. Gros. 2565.

**K**EVILL DAVIES & MARCH, Ltd.

**1950** Bristol type 401 auto, grey, radio, heater,

small mileage, immaculate condition.

**41** 42 Hay's Mews, Berkeley Sq., W.I. Gros. 2563.

**C**HARLES CHUCKSHAW MOTORS, The Cross,

Bristol Tel. 25280.—Distributors in the West for

Bristol cars. Details and catalogues on request. [1920]

**1949** immaculate condition, mechanically guaranteed, £2,150. Tel. 4781. F. Crasier, 48, Kensington Court, W.8. [1963]

**A**NTHONY CROOK offers used Bentleys.—Type 400, thoroughly checked over in our specially equipped works by trained staff specializing in Bristol cars since their units in stock are recommissioned engines, and other units in store ready for immediate delivery. All the more the advantages of dealing with leading distributors will be apparent. Write or call for full details, catalogues, reprints, etc. Tel. Caterham 2232-3. [1954]

## Bristol Cars Wanted

**B**ARTLETT THE CAR BUYERS, 278, Pembridge Villa, W.11. Gros. 0523. [1954]

**A**F.N.V. LTD. will purchase or accept in exchange, motorcars, etc.—Cracon Works, London Rd., Ilford, Essex.

**A**NTHONY CROOK uses Bristol on sight for cash. Tel. 4781. F. Crasier, 48, Kensington Court, W.8. [1963]

**B**ristol Spares and Service

**U**M. LTD., UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Herford St., Martlar, W.I. Gros. 4141. [1954]

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**A**THONY CROOK uses Bristol on sight for cash. Tel. 4781. F. Crasier, 48, Kensington Court, W.8. [1963]

## Bristol Spares and Service

**B**RUGH SUPERIOR 2½-litre 1939 saloon black, ex-

condition, 200 miles. Tel. 2559. Hadley Motors, 17, Grove Rd., St. Annes-on-Sea. Tel. 4723. [1951]

## B.R.S.A. Cars Wanted

**B**RITISH & COLONIAL MOTORS, Ltd., require good

cars.—Upper St. Martin's Lane, W.C.2. [1956]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buck from 1937 onwards. [1922]

**R**OY GALWAY, Ltd., El Farm St., Berkley Sq. [1948]

(Grosvenor 4747), urgently desire to purchase

modern American cars.—Cracon Works, London Rd., Ilford, Essex. Tel. 4781. [1954]

## Bucks Spares and Service

**B**UCKS COUNTY, LTD., 10, Old Oak Lane, Willesden Junction, N.W.10. Tel. 8192. [1944]

## Cadillac Spares and Service

**C**ADILLAC (SOLO) LTD., 10, Old Oak Lane, Willesden Junction, N.W.10. Tel. 8192. [1944]

## Cadillac Spares and Service

**C**ADILLAC SOLO concessionaires, Lendrum & Hartman, 10, Old Oak Lane, Willesden Junction, N.W.10. Tel. 8192. [1944]

## Cadillac Spares and Service

**C**ADILLAC SOLO concessionaires, Lendrum & Hartman, 10, Old Oak Lane, Willesden Junction, N.W.10. Tel. 8192. [1944]

## Chevrolet Cars Wanted

**B**RITISH & COLONIAL MOTORS, Ltd., require good

Cadillac cars.—Upper St. Martin's Lane, W.C.2. [1953]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. [1923]

**R**OY GALWAY, Ltd., El Farm St., Berkley Sq. [1948]

(Grosvenor 4747), urgently desire to purchase

modern American cars.—Cracon Works, London Rd., Ilford, Essex. Tel. 4781. [1954]

## Chevrolet Spares and Service

**C**HEVROLET, LTD., 10, Old Oak Lane, Willesden Junction, N.W.10. Tel. 8192. [1944]

## Chevrolet Cars Wanted

**C**HEVROLET 2½-litre saloon, colour black, ohv engine,

hydraulic brakes, 8,000 miles, one owner.

**C**ADILLAC SALOON, colour green, hydraulic drive, one

owner, first reg. March 1946. [1947]

**J**OE THOMPSON (MOTORS) LTD., 97, Fulham Rd., South Kensington (next to Michelin). Tel. 4781. [1954]

**1939** Cadillac 60 special saloon; this magnificent

and luxurious car can only be described in

appearance, condition and design as equal to post-war

throughout; paintwork and heavy chrome without

any loss of finish; and interior ample room with

cellulose with attractive tartan upholstery, radio, any

inspection or trial welcome; £2,500 exchange terms.

**C**ADILLAC 60 special saloon, colour black, 8,000 miles. Exhibi-

tion car. London S.W.1. Tel. Elgar 7911. [1953]

## Chevrolet Cars Wanted

**C**HEVROLET 2½-litre saloon, colour black, 8,000 miles. Tel. 5359. [1954]

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. [1923]

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**USED CARS FOR SALE AND WANTED—SPARES AND SERVICES**

- |  |  |
|--|--|
| 1939   | Prefect, 16,200 miles, one owner, driver perfect condition; £650.—55. Gallop, Sutton-in-Ashfield.  |
| 1946   | Ford Prefect 10hp saloon, black, red leather, 28,000 miles, radio, tax paid; £450.—55. Tel. 7366.  |
| 1949   | Ford Prefect, 15,000 miles, immaculate; £850 or offer.—Tel. Hounslow 6224, or Sunbury 2251 (evening).  |
| 1949   | Ford 10, very good condition, new engine.—W. Herbert & Mills, Ltd., 75, St. Portman St., W.1.  |
| 1949   | Arthur E. Gould, Ltd., 290-292 Regent St., W.1. Langham 1584-5.—1946-8 post-war Prefect saloons, all models, 10,000 miles, £350-£450.  |
| 1949   | Prefect 10, black, 10,000 miles, immaculate, covers, etc.; £350.—Tel. Fox 1655 (Siccup) after 5 p.m.; Sat. 8 a.m.-7 p.m.   |
| 1949   | Ford 10, 1946, 10,000 genuine; £355.—South London W.14. Tel. Western 2212.   |
| 1949   | 1000—owner driven, in very good condition.—Office, Chas. 8456. Private Tel. 5726.  |
| 4900   | Ford 10, 1946, Ford Prefect; £350 green.—Ernest Sutton, Cleveley Hill, Mill 55, Cheltenham. (Trade enquiries only please). [226]   |
| 4900   | FORD 10 1946 2-door open saloon, £350 of £100 deposit.—Mr. D. Dudden, 108, Gloucester Rd., Gladstone 6065-6. Open 9-8 p.m. week-days. [1537]   |
| 1948   | Ford Prefect, recellularised black, nice interior throughout, well kept motor car, 3 months' guarantee.—LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 188, King St., Hammerton, N.W.3. Tel. Barnet 4111-2, 188, West Barnet Rd. Tel. New Barnet 5044 and 2355.  |
| 1948   | Ford Prefect saloon, 20,000 miles, £650.—Lord, 8, Upper St. Martin's Lane, W.C.2. Temple 3338.   |
| 2656   | 1936 Ford 10 4-door de luxe saloon, £350—nicely nice condition throughout, bargain.—Bray Motors, 180-184, West End Lane, N.W.8. Hamstead 5605.   |
| 1949   | (August) Ford Prefect, black, leather, covers, heater, one owner; £915.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central N.W.4. Tel. 2106.  |
| 295  | 1936 Ford 1938 model saloon, dark blue, 29,500 miles; exchanges; Sat. open 9-7 week-days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube), 1948.  |
| 1948   | Ford Prefect, black, brown leather, reconditioned engine, exceptional order; £765.—Vanderbilt of Good Used Cars, 215, Haverstock Hill, N.W.3. Tel. 2116.   |
| 1950   | Ford Prefect 4-door saloon, leather upholstery, loose covers, one owner, spotless condition, unrepeatable bargain; £225.—A.Z. Motors, Palmerston Rd., N.W.8. Main, 4262.   |
| 1947   | Ford Prefect, 1947 model, in earlier works engine recently fitted, excellent condition; £600; guaranteed, exchange and terms.—Falmers Motors, Ltd., 53, York St., Twickenham. Poppygate 1850.  |
| 599  | 1936 Ford 10, 25,000 miles, first-class order; £215 deposit, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Telse Mill 3211. [1966]  |
| 1948   | 1936 Ford 10, 25,000 miles, very clean, S. month guarantee; £765.—Trinity Cars, Ltd., 42, North Side, Wandsworth Common, S.W.18. Vandyke 2160.   |
| TANKARD & SMITH, Ltd.  | offer: 1949 Ford Prefect, finished in green, with brown leather upholstery, 10,000 miles, £350; 1946 Ford 10, month written guarantee;—£75. Tel. 7365. Hodnet 2051. [1956]   |
| 678  | 1947 Ford Prefect 4-door, leather upholstery, story this vehicle is really beautiful and immaculate condition, new engine fitted by meticulous owner who aspired to perfection, absolute bargain; 3 months' guarantee; £765.—Holland Green, Ltd., 1, AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6221. [1779]  |
| Ford Ten Cars Wanted   | OWLAND SMITH, Ltd., 10,000 miles, buyer.—Name, St. E. 15. Tel. 6041. [1955]  |
| R  | OWLAND SMITH, Ltd., 10,000 miles, buyer.—Name, St. E. 15. Tel. 6041. [1955]  |
| I  | NEED post-war Ford 10, immediately.—Fortune, 17, Astwood Rd., W.7. Telse Hill 977-8. [1956]  |
| M  | MASTERS MOTORS, Ltd., 10, for Ford 10, Tel. 7365. 6000. Sixties Sister, Red, Tonbridge, Kent, N.15.  |
| CASH   | buyers of low mileage Ford 10s; distance no object.—Matsons, Lord St., Southampton. Tel. 2268.   |
| A  | ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Telse Hill 4455.   |
| C.M.I. LTD.  | CAR SALES wish to buy 100 Ford 10 cars.—Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 6801.  |
| 1939   | 1950 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Totternhoe, N.E. 13. Tel. 2322 and 0464.   |
| RAYMOND WAY  | the hire purchase specialists are still buying.—Cantley Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [1961]  |
| P  | FORD (W.D.)  |
| H  | HAROLD PERRY, Ltd. Invicta Works, 275, Balldards Lane, North Finchley, N.12. Tel. Hillside 4444. (Nov.) Ford Pilot saloon, black with brown leather, 20,000 miles; £1,015.   |
| 1948   | HAROLD PERRY, Ltd. Invicta Works, 279, Balldards Lane, North Finchley, N.12. Tel. Hillside 2444. CAR MART, Ltd.  |
| 1949   | Ford Pilot saloon, 14,000 miles; £1,275.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5252. [2413]   |
| SIMPSON'S MOTORS offer:  |  |
| 1947   | Ford, American type, 4-door eight-hundred drive, radio, seat covers; choice of two. Ford, American type, right-hand drive, seat covers, low mileage; good condition.   |
| 1948   | Ford, American type, left-hand drive, radio, seat covers, low mileage; for full use under American conditions.   |
| 1948   | SIMPSON'S MOTORS, Ltd., 10,000 miles, American type, 4-door, 8-hundred drive, radio, seat covers, low mileage; for full use under American conditions.   |
| H. A. SAUNDERS Ltd., offer:  |  |
| 1950   | Ford V.8 Pilot saloon, black with beige leather upholstery, radio, heater, etc., 10,000 miles; £1,355.   |
| 836  | 1942, High Rd., N.12. Hillside 0024. [2080]  |
| H. A. SAUNDERS, Ltd., Radiet.                                      |  |
| 1949   | Ford V.8 Pilot, green with grey cloth, 15,000 miles;—Radiet 6167. [2523]   |
| PHILIP RICKARD, Ltd., offer:                                       |  |
| 1950   | Ford Pilot, black/brown leather, 11,000 miles;—Brick St., Park Lane, London, W.1. Tel. Grosvenor 2207.   |
| W  | WARWICK WRIGHT, Ltd., offer:   |
| 1950   | Ford Pilot V.8 saloon, black, brown leather, 11,000 miles.   |
| WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel. Grosvenor 2207. | [1764]   |
| A  | ALAN TAYLOR MOTORS, Ltd., offer:   |
| 1936   | Ford 10hp saloon, mechanically perfect; £155.—St. Wandsworth, S.W.18. Vandyke 4435 (5 lines). [2614]   |
| DAGENHAM MOTORS, Ltd., Ford main dealers:                          |  |
| 1950   | Ford Pilot saloon, black, beige hide, 14,000 miles.  |
| 1949   | Ford Pilot saloon, blue, blue hide, radio, heater, 14,000 miles.   |
| 56   | 6d. Alperton, Middle Perivale 4866; and 774, Ealing 223-5.   |
| PERFORMANCE CARS   | —See our advertisement under   |
| GORDON CARS (LONDON), Ltd.—1950 Ford Pilot                         |  |
| GORDON CARS (LONDON), Ltd.—1949 Ford Pilot                         |  |
| GORDON HOUSE, 373, Easton, Ltd., London, N.W.1. Tel. 6511. [2225]  |  |
| 1948   | Ford V.8 Pilot, black, brown leather, 14,000 miles;—Odeon Motors, Ltd. Barne 4100. [1165]  |
| FORD V.8   | Ford V.8 Pilot, black, brown leather, 14,000 miles;—Odeon Motors, Ltd. Barne 4100. [1165]  |
| 1950   | Ford V.8 saloon, 1938 SIA 10hp saloon, £350.   |
| 575  | Invicta Works, 279, Balldards Lane, North Finchley, N.12. Tel. Hillside 4444. [1953]   |
| FORD V.8   | 1948 4-door saloon, one owner since 1948; £350.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| W  | W. Rivers 6677-8. [1953]   |
| FORD PILOT   | 1949 (Dec. 1948), black, fitted heater, £150.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| Service Domestic, St. Leeds 50587.                                 | 1948, £150.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| 1937   | Ford V.8 22hp saloon de luxe, black, in excellent condition, £1,000.—John Jordan, Sandy, Beds. Tel. 654. [2168]  |
| FORD V.8   | 1936 V.8 4-door saloon, excellent condition, £1,000.—John Jordan, Sandy, Beds. Tel. 654. [2025]  |
| £125   | 1936 Ford V.8 4-door saloon, excellent condition, £1,000.—John Jordan, Sandy, Beds. Tel. 654. [2025]   |
| FORD V.8   | 1936 V.8 4-door saloon, one owner since 1948; £350.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| 515  | 1948—Jacquier, Ltd., 223-7, Hammersmith Rd. Tel. 5522.   |
| GOLDERS GREEN  | GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Ford Pilot, black, beige hide, radio, heater, guaranteed;—44, Golders Green Rd. Spc. 601. Open 9 a.m.-7 p.m.  |
| 1947   | Ford V.8 saloon, 1 hand drive, 40,000 miles, excellent condition; £1,000.—Clayton's Cars Ltd., 25-27, Easton Rd., London, N.W.1. Tel. Euston 5245-6.   |
| 1949   | Ford Pilot saloon, black, leather upholstery, heater, £150.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| Wembley  | 1949 Ford Pilot, black, leather upholstery, heater, £150.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| 1949   | Ford V.8 saloon, 1 hand drive, 40,000 miles, excellent condition; £1,000.—Clayton's Cars Ltd., 25-27, Easton Rd., London, N.W.1. Tel. Euston 5245-6.   |
| 1949   | Ford Pilot saloon, black, leather upholstery, heater, £150.—St. Wandsworth, S.W.18. Tel. 6517-8.   |
| CAMDEN MOTORS  | CAMDEN MOTORS, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, £1,000.  |
| CAMDEN MOTORS  | CAMDEN MOTORS, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, £1,000.  |
| CAMDEN MOTORS  | CAMDEN MOTORS, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, £1,000.  |
| VANDYKE  | VANDYKE, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, £1,000.  |
| NORMANDY, Ltd.   | NORMANDY, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, £1,000.   |
| BRING  | BRING your car to 405-5, King St., W.1. Tel. 5165.   |
| F. E. PEACOCK, Ltd.  | F. E. PEACOCK, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, £1,000.  |
| COMPREHENSIVE  | COMPREHENSIVE stock of spares for all Ford and Fordson, Dagenham reconditioned engines, 8, 10, and 12hp, always available from stock.  |
| FORDSON  | FORDSON, 279, Balldards Lane, North Finchley, N.12. Tel. 6517-8.   |
| DEALERS  | DEALERS wanted—Smith's 64, Chair Farm Rd., N.W.1. Tel. 2767.   |
| FORD   | FORD mudguards, running boards, 1935-40. Tel. 5558.  |
| BUTLIS & COLONIAL MOTORS   | BUTLIS & COLONIAL MOTORS, Ltd., 1949 Ford Pilot, 1948 model, 10,000 miles, or similar, also Ford 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488, 1490, 1492, 1494, 1496, 1498, 1500, 1502, 1504, 1506, 1508, 1510, 1512, 1514, 1516, 1518, 1520, 1522, 1524, 1526, 1528, 1530, 1532, 1534, 1536, 1538, 1540, 1542, 1544, 1546, 1548, 1550, 1552, 1554, 1556, 1558, 1560, 1562, 1564, 1566, 1568, 1570, 1572, 1574, 1576, 1578, 1580, 1582, 1584, 1586, 1588, 1590, 1592, 1594, 1596, 1598, 1600, 1602, 1604, 1606, 1608, 1610, 1612, 1614, 1616, 1618, 1620, 1622, 1624, 1626, 1628, 1630, 1632, 1634, 1636, 1638, 1640, 1642, 1644, 1646, 1648, 1650, 1652, 1654, 1656, 1658, 1660, 1662, 1664, 1666, 1668, 1670, 1672, 1674, 1676, 1678, 1680, 1682, 1684, 1686, 1688, 1690, 1692, 1694, 1696, 1698, 1700, 1702, 1704, 1706, 1708, 1710, 1712, 1714, 1716, 1718, 1720, 1722, 1724, 1726, 1728, 1730, 1732, 1734, 1736, 1738, 1740, 1742, 1744, 1746, 1748, 1750, 1752, 1754, 1756, 1758, 1760, 1762, 1764, 1766, 1768, 1770, 1772, 1774, 1776, 1778, 1780, 1782, 1784, 1786, 1788, 1790, 1792, 1794, 1796, 1798, 1800, 1802, 1804, 1806, 1808, 1810, 1812, 1814, 1816, 1818, 1820, 1822, 1824, 1826, 1828, 1830, 1832, 1834, 1836, 1838, 1840, 1842, 1844, 1846, 1848, 1850, 1852, 1854, 1856, 1858, 1860, 1862, 1864, 1866, 1868, 1870, 1872, 1874, 1876, 1878, 1880, 1882, 1884, 1886, 1888, 1890, 1892, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982, 1984, 1986, 1988, 1990, 1992, 1994, 1996, 1998, 2000, 2002, 2004, 2006, 2008, 2010, 2012, 2014, 2016, 2018, 2020, 2022, 2024, 2026, 2028, 2030, 2032, 2034, 2036, 2038, 2040, 2042, 2044, 2046, 2048, 2050, 2052, 2054, 2056, 2058, 2060, 2062, 2064, 2066, 2068, 2070, 2072, 2074, 2076, 2078, 2080, 2082, 2084, 2086, 2088, 2090, 2092, 2094, 2096, 2098, 2100, 2102, 2104, 2106, 2108, 2110, 2112, 2114, 2116, 2118, 2120, 2122, 2124, 2126, 2128, 2130, 2132, 2134, 2136, 2138, 2140, 2142, 2144, 2146, 2148, 2150, 2152, 2154, 2156, 2158, 2160, 2162, 2164, 2166, 2168, 2170, 2172, 2174, 2176, 2178, 2180, 2182, 2184, 2186, 2188, 2190, 2192, 2194, 2196, 2198, 2200, 2202, 2204, 2206, 2208, 2210, 2212, 2214, 2216, 2218, 2220, 2222, 2224, 2226, 2228, 2230, 2232, 2234, 2236, 2238, 2240, 2242, 2244, 2246, 2248, 2250, 2252, 2254, 2256, 2258, 2260, 2262, 2264, 2266, 2268, 2270, 2272, 2274, 2276, 2278, 2280, 2282, 2284, 2286, 2288, 2290, 2292, 2294, 2296, 2298, 2300, 2302, 2304, 2306, 2308, 2310, 2312, 2314, 2316, 2318, 2320, 2322, 2324, 2326, 2328, 2330, 2332, 2334, 2336, 2338, 2340, 2342, 2344, 2346, 2348, 2350, 2352, 2354, 2356, 2358, 2360, 2362, 2364, 2366, 2368, 2370, 2372, 2374, 2376, 2378, 2380, 2382, 2384, 2386, 2388, 2390, 2392, 2394, 2396, 2398, 2400, 2402, 2404, 2406, 2408, 2410, 2412, 2414, 2416, 2418, 2420, 2422, 2424, 2426, 2428, 2430, 2432, 2434, 2436, 2438, 2440, 2442, 2444, 2446, 2448, 2450, 2452, 2454, 2456, 2458, 2460, 2462, 2464, 2466, 2468, 2470, 2472, 2474, 2476, 2478, 2480, 2482, 2484, 2486, 2488, 2490, 2492, 2494, 2496, 2498, 2500, 2502, 2504, 2506, 2508, 2510, 2512, 2514, 2516, 2518, 2520, 2522, 2524, 2526, 2528, 2530, 2532, |

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**B**ROOKLANDS for individuality.  
**H**EALEY distributor for London and Home Counties.  
**D**EMONSTRATION, early delivery of latest models; catalogues and details on request.  
**1950** Healey Silverstone sports 2-seater, black.  
**1949** Healey Elliot saloon, small mileage, immaculate.  
**B**UY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8551-6.  
**1948** (June) Elliott 2-door saloon, blue with blue interior, £1,550.—Jack Oeding & Co., Ltd., North Audley St., W.1. (2272)  
**H**EALEY saloon, 1949, 2-seater sports, metallic silver sheen, 8,000 miles available, guaranteed 27-28 mpg at 60 mph, loose covers, large instruments, sprung wheel, a very attractive car in excellent condition, £1,600.—John Jordan, Sandy Beds, Tel. 64. (2266)

**Healey Cars Wanted**

**H**EALEY saloon, drop head or tourer, urgently required.—Hartnett, 27a, Pembroke Villas, W.11. (2216)

**HILLMAN 18**

**C**AR MART, Ltd.,  
**1950** Hillman Minx Phase IV saloon, 9,000 miles; £1,165.

**H**ILLMAN Minx Phase IV drop head coupe, 6,000 miles; £1,165.—Car Mart, Ltd., 320 Euston Rd., N.W.1. (2241)

**H**ILLMANS LTD.,

**J**UNE '50 Minx saloon de luxe, green/brown trimmings, leather upholstery, good engine, suspension and steering, first-class tyres, £250.

**H**. W. MOTORS, Ltd., Walton-on-Thames 785 and 787. (2247)

**STARNS MOTORS offer:-**

**1950** Hillman Minx 1946, very nice order and £650.

**S**TARNES MOTORS, Standard Cars and Service Specialists, 103, Cricklewood Broadway, N.W.2. (2270)

**LANFIELD LAWRENCE offer:-**

**1941** Hillman Minx saloon, £555.—807, High Rd., S.1. Finchley 0991. (2261)

**H**. A. SAUNDERS, Ltd., offer:-

**1950** Hillman Minx Phase IV saloon, green with brown leather interior, 3,000 miles; £1,155.

**836**—842, High Rd., N.2. Hillside 0024. (2079)

**H**. A. SAUNDERS, Ltd., Radlett.

**1949** Minx Ph. III, beige with brown leather, 10,000 miles, Radietor 6167. (2250)

**W**ARWICK WRIGHT, Ltd., offer:-

**1949** Hillman Minx Mark III saloon, black, fawn cloth, radio, 12,000 miles.

**W**ARWICK WRIGHT, Ltd., New Bond St., W.1. (2069)

**WADDINGTON MOTORS, Ltd., offer:-**

**1940** Hillman Minx saloon, taxed year, excellent condition; £525, also choice of two Phase III saloons, small mileage and in perfect condition.—Fox Green Rd., N.W.6. Ham 2211. (6274)

**C.M.I. CAR SALES** (P.L. 6625) offer:-

**1950** Hillman Minx Mark IV saloon, black, red interior, £550.—807, High Rd., S.1. (2212)

**H**ILLMAN Minx saloon, beige, red leather, low mileage, as new.—Swiss Cottage, Finchley, N.W.3. (2121)

**G**OODS & SONS (GUILDFORD), Ltd., offer:-

**1948** Hillman Minx Phase II, black and brown, excellent condition; £495.

**1946** Hillman Minx drop head coupe, grey and blue leather, 19,000 miles; £750.

**G**OODS & SONS (GUILDFORD), Ltd., Portsmouth, 2360

**1949** Hillman saloon, colour grey, blue upholstery.

**R**AYMOND WAY, of Kilburn, hire purchase specialist, has 200 used cars under £400.—Maida Vale 2264.

**1948** Hillman Minx Estate car, moderate mileage; £675. Also,

**1948** Hillman Minx four-door drop head coupe, excellent condition; £925.

**G**EORGE NEWMAN & Co., 369, Euston Rd., N.W.1. (2266)

**H**ILLMAN 10 sal., colour grey, cloth upholstery.

**1945** Hillman 10 saloon, grey, leather, good condition throughout; 86,000 miles.

**R**AYMOND WAY, of Kilburn, hire purchase specialist, has 200 used cars under £400.—Maida Vale 2264.

**1935** Hillman, good condition, 10hp; £250.—Craven Croft, Bishop's Stortford, Herts. (2266)

**1946** Hillman Minx, black and brown, excellent order throughout; £595.—Haskins, London, S.W.1. (6221)

**£135**—1954 Hillman Minx saloon, new tyres.—Monarch Motors, 258, London Rd., W.13. (2079)

**L**. F. DOVE offer 1946 Hillman Minx saloon, excellent condition; £690.—63, Broadway, Wimbledon, SW.19. (2264)

**H**ILLMAN Minx, 1947 model (reg. Oct. '46), black with fawn cloth interior, particularly well maintained; £695.

**B**OOTH, 98-99, Upper Richmond Rd., East Putney, S.W.15. Tel. 4561. (1793)

**1947** Hillman 10 saloon, grey with blue interior, a year and a half car throughout; £725.—122, Cliff on York, N.W.3. (2265)

**1947** (reg. 1946) Hillman Estate car, very nice condition; £715.—Pantries Service Garage, London Rd., Guildford. (2266)

**A**VAILABLE to the trade, low mileage 1950 Hillman 10 saloon, G. & G. Brown's Motors, 55-57, South End Road, S.1. Kensington, London, W.8. Temporary Telephone No. Western 2239. (10762)

**Hillman Cars Wanted**

**R**SOWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**R**OOTES, Ltd.,

**D**ISTRIBUTORS.

**R**EQUIRE modern low-mileage Hillman cars.

**B**IRMINGHAM.—Low Temple St. (Central 8411.)

**M**ANCHESTER.—129, Deansgate. (Blackfriars 6677.)

**M**ADISTON.—(Maidstone 3335.)

**C**ANTERBURY.—(Canterbury 3232.)

**R**OCHESTER.—(Chatham 2231.)

**W**ROTTHAM HEATH.—(Borough Green 4.)

**R**OOTES, Ltd. Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1019)

**I**REED & CO. Ltd., 216, Gloucester Rd. (0109)

**A**LMOST NEW Hillman required; cash payment.

**M**ORLEY, 54, Streatham Hill, S.W.2. Tulse Hill 4468. (1062)

**U**RGENTLY required, good pre-war Hillman.—Nat. Nat. 154, Gt. Titchfield St., W.1. Langham 0012. (1048)

**C**ASH buyers of low mileage Hillman Minxes, distance no object.—Hilton's Lord St., Southport. Tel. 2168 (01798)

**C**. M. CAR SALES wish to buy good Hillman cars.

**S**wiss Cottage, Finchley Rd., Hampstead, N.W.3. (16903)

**F**INDINGS of Barkings, purchase for cash, post office.

**H**ILLMAN cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. (1045)

**B**IRMINGHAM and Midlands.—Low-mileage Hillman cars required by George Heath, Ltd., 104, Newhall Rd., Birmingham, 2. (1068)

**R**AYMOND WAY, the hire-purchase specialists, are still buying Hillmans, etc., with unlimited availability.—Sanctuary Rd., Kilburn, N.W.6. (1062)

**N**OTTINGHAMSHIRE distributors, Humber, Hillman, Morris, Standard, etc., all makes, including recent models. Hillman saloon and coupe.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46361. (1052)

**Hillman Spares and Services**

**N**ORMAND, Ltd.,

**T**HE best service ensures a longer car life.

**B**RING your car to 405-9, King St., W.6. Riv. 3665. (1023)

**O**NDON & COUNTIES MOTOR MART, Ltd.

**H**ILLMAN repair specialist (50 years), well-equipped works servicing, reborring and complete overhauls, spare parts stocked.—79-81, King St., Rd., Fulham, S.W.6. (0676)

**C**ARRIAGE MOTORS for Hillman spares and services.

**L**eigham Bridge, S.E.13. Lee Green 0254. (1070)

**N**OR Hillman 1936-46 mudguards, running boards.—Brook St. 5 and 6, Frederick Place, Brighton. Brigton 21142. (1037)

**H**ispano-Suiza Spares and Service

**H**ISPAÑO spares and all repairs.—O. Briand, 47, Tamworth Rd., Croydon. Croy. 1742. (1017)

**M**£575.—1946 (reg. 9-4-51 tax 1936 model), Hillman 10 saloon, 1,100 miles, 4-door, 12-h.p. (1020)

**M**ORLEY, Moorside, West End, Woking. Tel. Chobham 0-4787 p.m.

**1940** Hillman Minx de luxe saloon, reconditioned engine and clutch fitted, 51,000 miles, new tyres, brakes refined, mechanically perfect, good in every way.—Rowland Smith, Hampstead (Hampstead 6490).

**1949** Hillman Minx 1-door saloon, in brand new mileage, one owner; £995.—Jack Rose Ltd., Stamford Rd., Wallington, Surrey. (1954)

**1948** Hillman Minx 10 saloon, lime green, 12,000 miles, 4-door, reconditioned units covered under guarantee, re-enforced front seats, sliding glass windows, rear entrance, very carefully used, excellent condition, £995.—Rowland Smith, Hampstead (Hampstead 6490).

**1945** Hillman Minx de luxe saloon, reconditioned engine and clutch fitted, 51,000 miles, new tyres, brakes refined, mechanically perfect, good in every way.—Rowland Smith, Hampstead (Hampstead 6490).

**1949** Hillman Minx de luxe saloon, most beautiful condition throughout, bodywork spotless, interior leather upholstery, this vehicle is absolutely rare, and above average condition.—Below.

**1945** Hillman Minx drop head coupe, 1938 model, lime green, 1,100 miles, 4-door, very carefully used, excellent condition, £995.—Rowland Smith, Hampstead (Hampstead 6490).

**1948** (Sept.) Hillman Minx drop head coupe, 1938, 9,000 miles, 4-door, genuine, 10,300 miles, condition excellent, bodywork spotless, interior leather upholstery, this vehicle is absolutely unique, very carefully used, £995.—Rowland Smith, Hampstead (Hampstead 6490).

**1939** Hillman 10, own name, immaculate throughout, unrepeatable; £525; 5 month guarantee, terms, exchange; £100. (1949)

**J**ACK WILKINSON MOTORS, Ltd., 169, Priory Rd., Hornsey, N.10. (2274)

**HILLMAN 10**

**£250**—1935 Martin Walker convertible 4-door saloon, 10,000 miles, 12-h.p., automatically over £2000. Roots' overhaul 1948, good tyres, roomy.—Box 2358 (London) (2026)

**£495**—1937 seven-passenger Hillman 21hp estate, 1937 long chassis model with very spacious interior, excellent leather upholstery throughout in leather with face forward, occasional seats and winding division, bench seat, front door opening, side door opening, ample luggage space provided in rear boot, smooth, power-driven, definitely quite economical, good tyres, written guarantee.

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 4561. (1793)

**1947** Hillman 10 saloon, roomy 5-seater, absolute condition, £695.—A.E. Motors, Palmerston Rd., N.W.6. (2264)

**M**ILLMAN 21

**£250**—1935 Martin Walker convertible 4-door saloon, 10,000 miles, 12-h.p., automatically over £2000. Roots' overhaul 1948, good tyres, roomy.—Box 2358 (London) (2026)

**£495**—1937 limousine, 1937 long chassis model with very spacious interior, excellent leather upholstery throughout in leather with face forward, occasional seats and winding division, bench seat, front door opening, side door opening, ample luggage space provided in rear boot, smooth, power-driven, definitely quite economical, good tyres, written guarantee.

**TANKARD & SMITH** Ltd. offer the choice of many makes of Hillman cars, from the very latest to the oldest, and will supply parts for exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. (1793)

**Hillman Miscellaneous**

**H**ILLMAN spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. 10,000 miles, special body by Maynard.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (1018)

**H**AROLD RADFORD & Co., Ltd., sole distributor for London and Home Counties.

**N**EW and unused H.R.G. cars available for immediate delivery.

**1947** (Sept.) H.R.G. sports 2-seater, speedometer reading 16,000 miles, special body by Maynard.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (1018)

**1947** 1½-litre Aerodynamic H.R.G., resprayed poly-chromatic blue, new hood and tonneau cover, all later modifications fitted, excellent condition through guarantee. £285.—Herbert, "Woodleigh," Bradford. (1258)

**H**AROLD RADFORD & Co., Ltd., sole distributor for London and Home Counties.

**N**EW and unused H.R.G. cars available for immediate delivery.

**1947** (Sept.) H.R.G. sports 2-seater, speedometer reading 16,000 miles, special body by Maynard.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (1018)

**1947** 1½-litre Aerodynamic H.R.G., resprayed poly-chromatic blue, new hood and tonneau cover, all later modifications fitted, excellent condition through guarantee. £285.—Herbert, "Woodleigh," Bradford. (1258)

**H**AROLD RADFORD & Co., Ltd., sole distributor for London and Home Counties.

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**H.R.G.** 1946 Special super sports 2-seater, special light streamlined body, upholstered Dunlopillo, all green present 15000 miles record holder. 2 seats, pictures, 2 radios, sun roof and full equipment (inclusive), detachable wings, very potent motor but uncomfortable, tractable and a delight to handle, looks like a Fiat. M. 1946. 1.5 litre. 2 seats, 2 doors, mileage 21,000, excellent condition, price £775 o.n.o., consider Fiat 11000, Lancia Aprilia in part exchange.—Oxford Street Motors, Oxford St., Hammersmith. Tel. 4045.

**H.R.G. Cars Wanted**  
H.R.G. wanted, 1948-50 model, must be low mileage, please state date of registration.—Box 2354. [2601]

**CHARLES FOLLET, Ltd.** have a large stock of spares.  
**SHOWROOMS:** 16, Berkley St., W.I. May 6206.

**SPARE parts.**  
**SERVICE:** 12, Wellmley Ave., W.6. Riv. 1413. [2604]

**M.S.M.**  
**CASBY'S MOTOR MART**—1941 H.S.M. Triumph sports 2-seater, fitted 2-litre, grey super sports engine, large quantity of spares.—6, Warren St., W.I. Euston 4110.

**HAROLD RADFORD & Co., Ltd.**

**1949** Hudson Commodore Saloon, left-hand drive; colour grey, speedometer reading 16,000 miles; in first-class condition throughout.—**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington, S.W.7. Tel. Kensington (5 lines). [2606]

**DICKS CAR SALES** (the Hudson Specialist), offer:—

**1940** Hudson 17 saloon, works maintained, really good order: £550.—Below.

**1938** Hudson 17 saloon, very roomy body, just fitted reconditioned engine: £550.—Below.

**1939** Hudson 22hp coupe, most attractive car: £550.—Below.

**1938** Hudson 17 saloon, low mileage, original superb order: £485.—Below.

**1937** Hudson 17 saloon, carefully used: £375.—Below.

**1937** Hudson 22 saloon, special County Club model: £385.—Below.

**DICKS CAR SALES**, Ltd., 385-601, High Rd., Kilburn, Maida Vale 6886. [2441]

**HUDSON Terraplane** 1937 17hp limousine, six seats, model 1938, £650.—Below.

**1938** Hudson saloon, immaculate: £650.—Below.

**1938** Lynch Garage (opp. G.P.O.), Uttoxeter, Middx. Tel. 122.

**GATERSON'S** offer 1939 (first registered) Hudson 22hp saloon fitted radio, etc.: £455.—Gaterson Motors, Ltd., Highgate Village, London, N.6. Tel. 4644.

**CASBY'S MOTOR MART** 1940 Hudson 112 18.9 3/4-litre, just resurfaced black, recently overhauled by makers, written guarantee.—6, Warren St., W.I. Euston 4110.

**£445**—Rare and a beautiful Hudson 22hp drop head four-seater coupe, recently fitted reconditioned engine, excellent condition, £445.—Excellent performance with economy; also hire purchase; exchange considered.—L. & J. A. Woods, Ltd., Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6231. [2765]

**Hudson Car Wanted**  
URGENTLY required good-prepared Hudson 17—Half-field, 154, Gl. Titchfield Rd., W.I. Langham 0012. [2556]

**SIMPSON'S MOTORS** (WEMBLEY), Ltd., W10, wish to purchase all models Hudson from 1937 onwards. Tel. Wembley 8691-2.

**HODGE & CO., LTD.** 1938/39 17hp saloon urgently wanted for export. Tel. 3802-3.

High Rd., Kilburn, Maida Vale 6866. [2605]

**Hudson Spares and Services**

**SPIKES (TWICKENHAM), Ltd.**, the Hudson distributor, will supply all models Hudson from 1937 onwards and service, quota chassis number—88-101. Heath, Twickenham, Tel. Popesgrave 1085-6-7. Telegrams: Spikess, Twickenham. [2606]

**NUMBER**

**CAR MART, Ltd.** 1950 Hudson Hawk saloon, 7000 miles, £1,750.—Vendor 5434.

**BROWN'S for Hudsons.**

**1938** Number Snipe Imperial saloon de luxe, low mileage, exceptional condition: £450.—Brown's Garage, 446, New Bond St., Euston 4119 (Tub). [2621]

**1947** Number Super Snipe, black with cloth and leather upholstery, 28,000 miles: £1,350.—CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4466. [2721]

**1947** Number Super Snipe, metallic grey, leather upholstery, 10,000 miles: £1,350.—CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4466. [2720]

**TOM GARNER, Ltd.**, offer:—

**1950** Number Hawk Mark III saloon, black with leather interior, 15,000 miles: £1,350.—TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2266. [1961]

**DICKS CAR SALES** offer:—

**1939** car: genuine bargain £550.

**DICKS CAR SALES**, Ltd., 385-601, High Rd., Kilburn, Maida Vale 6886. [2441]

**1950** Number Super Snipe, radio, latest fenders, negligible mileage, superb order.

**T.D. ALDRICH & Co., Ltd.**, 6-7, Warren St., W.I. Euston 1214. [2123]

**1935** Number 12 saloon, very good condition, re-sprayed 1948: £250.—Porter, Pigeons Farm, Newbury 1214.

**CHARLES FOLLET, Ltd.** offer:—

**1949** Number Super Snipe saloon. Mistletoe green, 1 owner, 16,000 miles, guaranteed, heater and radio: £1,975.—Berkeley St., W.J. May 6266.

**18** SERVICE Station and Stores, 12, Wellmley Ave., W.6. Riv. 1413. [2256]

**WARWICK WRIGHT, Ltd.** offer:—

**1949** Number Super Snipe 22hp saloon, steel grey, grey leather, 9,000 miles.

**1949** Number Super Snipe 22hp saloon, black, brown leather, radio and heater, 11,000 miles.

**1948** Number 12 saloon, 7,000 miles, £1,650.

**1950** Number Hawk saloon, almond green, buff leather, 5,000 miles.

**W**AYNE, STANLEY, LTD., offer:—

**GUY SALMON AUTOMOBILES**, Ltd., offer:—

**1949** Number Super Snipe, H.M.V. radio and heater: £1,650.

**1946** Number Super Snipe saloon, exceptional original condition, £1,650.—Thames Daimler, 385-601, Kilburn, N.1. [2625]

**GORDON, CARL, LTD.** 1950 Number Hawk saloon, green—Below.

**GORDON, CARL, LTD.** 1950 Number Hawk Super Snipe, black.

**GORDON, HOUSE, LTD.** 1950 Number Hawk saloon, black, immaculate condition.

**J**OSEPH COOKSHOOT & CO., Ltd., Great Duke St., Manchester, 3. Tel. 6111. offer:—

**1948** Number Hawk saloon, £1,650.

**1946** Number Hawk 22hp limousine with five seats, black, immaculate condition.

**1950** Number Hawk saloon, £1,650. Tel. 2008.

**1946** Number Hawk 14hp saloon, £1,650. Tel. 2008.

**1950** (March) Number Hawk saloon de luxe, £1,650.

**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [2626]

**1936** Number Snipe 7-seater limousine, in good condition, new tyres, taxed: £300.—W.2. [2627]

**1947** Number Snipe 22hp, £1,120.—C. A. Petz, Ltd., 42, North Audley St., W.1. [2628]

**1949** Number Super Snipe, black: £1,650.—C. A. Petz, Ltd., 42, North Audley St., W.1. [2629]

**1939** Number Hawk saloon de luxe, £1,650.

**3000** six months' written guarantee, trade enquiries welcome.

**M**ARSHAL MOTORS, Ltd., 3, Stamford Rd., Wallingford, Berks. Tel. Wallingford 3494. Established 1906.

**N**EDDERS GREEN, H. A. Saunders, Ltd., 1930 Monson St., London, W.1. [2630]

**H**awk saloon, green brown hide, 12,000 miles, guaranteed.—Below.

**H. A. SAUNDERS, Ltd.** 1950 Number Hawk saloon, £1,650. Tel. 2008. Open 9 a.m. to 9 p.m.

**H**ummer Super Snipe standard saloon, 15,000 miles.—Write Jones, 6, Osborne Road, Monson St., London, W.1.

**1940** Number Hawk saloon, 16.5hp de luxe saloon, £1,650. Tel. 2008.

**595** Number Hawk, £1,650. Tel. 2008.

**1939** Number Super Snipe 22hp de luxe saloon, £1,650. Tel. 2008.

**1947** Number Hawk saloon, black and fawn, £1,650. Tel. 2008.

**1947** Number Hawk saloon, black and fawn, £1,650. Tel. 2008.

**1950** (May) Number Hawk, finished satin bronze, £1,650. Tel. 2008.

**9000** saloon, black, radio, heater.—Ernest Sutton, Cleve Hill, 95 (Cheltenham). [2631]

**495** Number Snipe, Nov. 1936 22hp, £1,650.

**1947** Number Snipe, grey, sliding head, green leather, excellent condition, taxed: terms—exchanges.—Rowland Smith below.

**1948** Number Hawk, £1,650. Tel. 2008.

**1950** Number Hawk, £1,650. Tel. 2008.

**1948** (Oct.) Number Hawk saloon, green, brown leather and cloth interior, fitted loose covers and Eko radio, the whole car in exceptional condition.

**£1,999**—Number Snipe, Nov. 1936 22hp, £1,650.

**1948** Number Hawk, £1,650. Tel. 2008.

**1948** Number Hawk, £1,650. Tel





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**LANCIA (ENGLAND), Ltd.**, sole representatives of the famous Italian company, have at times a choice of several cars to dispose of in excellent condition (including reconditioned engines); all repair work carried out by our staff of specialist mechanics and genuine Lancia parts. We can supply only used spare parts for all models available and supplied at short notice. For information regarding used cars for sale, reconditioning, general service, technical data and latest modifications apply to Lancis Works, Alperton, London, (Perivale) 5656.

LEA-FRANCIS

**RUSSELL MOTORS**, offer:-

**1949** Lea-Francis sports 2-seater. 8,000 miles only, metallic blue, any trial or examination.

The above car subject to any trial or examination.

**RUSSELL MOTOR (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Tel. Sloane 5996. [1951]

ROOKLANDS for Individuality.

**1949** Lea-Francis sports 2-seater, metallic blue, small mileage; excellent condition.

BUY or sell your car at

**103.** New Bond St., London, W.1. Mayfair 6351. [2547]

**CHARLES FOLLIET**, sole distributor, London & Home Counties, offer:-

**1950** Lea-Francis 14hp saloon, I.P.S., black, 10,000 miles, 1 owner, 7,000 miles only, as new, guaranteed; £1,575.

**1949** Lea-Francis van model, I.P.S., 1 owner, 10,000 miles, guaranteed; £1,050.

**1947** Lea-Francis 14hp saloon, 60bhp heater, at present undergoing complete check-over; £1,025.

Berkeley St., W.1. May. 6266.

**OFFICIAL** Lea-Francis London Service Station, 12, Wellesley Ave., W.8. Riv. 1413. [1951]

**1948** one very careful owner; £995.—Campbell Symonds, Wembridge, 6262. [1951]

**CHARLES FOLLIET**, Ad.—Lea-Francis distributors for London and the Home Counties, are always glad to receive cars from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

**OFFICIAL** Lea-Francis London Service Station, Works and Showrooms, 12, Wellesley Ave., W.8. Riv. 1413.

12.

**LEA-FRANCIS CARS**, Ltd. offer:-

SPARES and service for all models from the manufacturer.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5. [1952]

**CHARLES FOLLIET**, Ltd., sole distributor for Home Counties, Surrey and Sussex. [1951]

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARES part.

SERVICE: 12, Wellesley Ave., W.8. Riv. 1413. [1952]

LINGOLN

**SIMPSON'S MOTORS** offer:-

**1948** (first registered) Lincoln Mercury 2-door fixed-head coupe, radio, heater, seat covers; for full list see under "American Cars."

**1949** Lincoln 80bhp 4-door sedan, 12,000 miles, 67.500. [1951]

**1947** (Oct.) Lincoln 12 cylinder, convertible, finished black, 14,000 miles; £1,750.—Mayfair 4404. [1951]

**1946** Lincoln 4½ litre, 2-door, 12,000 miles, 67.500. [1951]

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 6691-2. [1951]

**LINCOLN-ZEPHYR**

**A CLAND & TABOR**, Ltd., Wembridge 611, offer with three months' guarantee:

Lincoln-Zephyr 4-door saloon, finished black, leather, good tyres; exceptional condition throughout; £625.

**395** mi.—Lincoln-Zephyr, August, 1938. 3½-litre, 8-cylinder, black, fabric, cloth upholstery, fitted with radio, heater, good tyres; exceptional condition throughout; £625.

**1949** Lincoln-Zephyr, August, 1938. 3½-litre, 8-cylinder, black, fabric, cloth upholstery, built-in headlamps, very carefully used, exceptional condition; terms: exchanges; list; open 9-7 week-days and Saturday; Tel. 6250, Wm. Smith, Hampstead (Hampstead Tube). Hampstead 604. [1951]

LLOYD

**CAR MART**, Ltd. offer:-

**1949** Lloyd 650 sports 4-seater, 6,000 miles; £495. Buxton 1212. [1951]

**1937** Mercedes 2½-litre cabriolet 4/5-seater, one owner, maintained since new by Mercedes, in perfect condition. Continental steering, over-drove. £1,250. Buxton 2317. [1946]

**MERCEDES-BENZ** (GTE BRITAIN), Ltd., offer:-

**TYP** 230 Mercedes-Benz 20hp 4/5-seater drop head in immaculate condition; Continental steering; first registered 1939; taxed December; £350.—Victoria 715.

**CHISSTED MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. offer:-

**MERCEDES-BENZ** Type 300 fourseats drop head.

**S. 15** s/c short chassis road racing 2-seater, original condition, works serviced, terrific performance; £10,000.—Farnham 6058. [1951]

**CHISSTED MOTORS**, Ltd.—Service and overhauls carried out by experts.

**CHISSTED MOTORS**, Ltd., always buy good Mercedes—Oxford Garage, 197, Fulham Rd., Kensington, S.W.3. Farnham 6052. [1951]

**MERCEDES-BENZ (GREAT BRITAIN)**, Ltd., Sales Services and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [1951]

JOE THOMPSON

(MOTORS), Ltd., offer:-

**1947** Mercury saloon, colour black, fitted radio and heater, guaranteed 15,000 miles, one owner.

**JOE THOMPSON** (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin's), Ken. 4858. [1951]

**JOE THOMPSON** (MOTORS), Ltd., offer:-

**1949** Mercury convertible coupe, electrically operated hood and windows, a specimen car.

**JOE THOMPSON** (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelin's), Ken. 4858. [1951]

M.G.

SLOCOMBE'S, Ltd.

**1950** T.C. 5,000 miles, immaculate; £685.

**SLOCOMBE'S**, Ltd., 58-52, Dudden Hill Lane, N.W.10. [1951]

**BROWN & CO.** M.G.A.

**1949** M.G. 10hp T.C.-type drop head coupe, sports fitted, bodywork completely reconditioned, engine also fitted, bodywork, £335.—Brown's Garage, Loughton (Essex) 4119. [1951]

**E.L.F. MOTORS** offer:-

**THE** finest selection of post-war and pre-war M.G. cars in London.

**M.G. T.C. 2-seater**; green; £625.

**M.G. T.C. 2-seater**; choice of two from £625.

**M.G. T.C. 2-seater**; choice of two; £675.

**M.G. T.A. 2-seater**; new hood and screen; £645.

**M.G. T.A. 2-seater**; exceptional condition; £675.

**E.L.F. MOTORS**, 251-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [1951]

**WOODBAIN CARS** offer:-

**£290**—M.G. 8hp P-type 4-seater, numerous extras, positively immaculate.

**£275**—M.G. 8hp P.A. 2-seaters, choice of two, beige and black, both in excellent condition.

**£225**—M.G. 8hp special sports 2-seater, originally a 1947 model, has been very carefully fitted with special carburettors, Riley 9 engine and gear box and really goes like clockwork; beautiful red cellulose good tyres.

**£195**—M.G. 12hp 2-seater, choice of two in sound order, with new hood etc.

**MANY** other M.G.s in stock, J2s, etc.—Woodbain Cars, 20, Woodstock Rd., W.13. Tel. 6041. [1951]

**TOM GARNER**, Ltd., offer:-

**1949** M.G. T.C. 2-seater, small mileage, fitted with beige leather, 11,000 miles.

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2. [1951]

**ROEE & YOUNG**, Ltd., offer:-

**1949** M.G. T.C. 2-seater, small mileage, fitted with beige leather, 11,000 miles.

**1947** M.G. T.C. 2-seater, exceptional condition, finished with beige leather; £625. [1951]

**1947** M.G. T.C. 2-seater, finished with beige leather; £625. [1951]

**1947** M.G. T.C. 2-seater, 12,000 miles, 67.500. [1951]

**1947** M.G. 2½-litre saloon, 3,000 miles, reconditioned, engine, brakes refined, new hood, reconditioned, etc. [1951]

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**1947** M.G.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICES





## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**URGENTLY required.** 1946-9 1½-2½-litre saloon.—  
H. Neal, Riley Specialists, Shambelhurst Lane,  
Bentley, Lancashire. Tel. 3011.

**MOTORISTS (LONDON), Ltd.** are immediate cash  
buyers of post-war Riley saloons.—Great North  
Rd., London, N.W.1. Tel. 3011.

**URGENTLY required.** low-mileage 1947-50 Riley 1½-  
or 2½-litre saloon.—Gibson Sports Cars (Christ-  
church), Ltd., Lyndhurst Rd., Christchurch, Hants.  
Tel. 1689.

**RACE & YOUNG, LTD.**—Wanted, small mileage 1½-  
or 2½-litre Riley 1950 model if possible.—30,  
Stornoway Rd., London, N.W.1. Tel. 3011. 1 minute  
Streatham Hill Station. Tel. 6464 and 6162.

(1978)

Riley Spares and Service

**A RCOT MOTORS, LTD.**

**A RCOT MOTORS, LTD.**—Pre-selector gear boxes, 35-  
change and repairs.—169, Fulham Rd., S.W.3.

**BOON & PORTER, LTD.**

**RILEY** distributors—Spares and specialized service.—  
Castelnau, Barnes, S.W.13. Riverside 6444. By  
Hammerhead Bridge.

**PARK-DEALER** gear boxes.—H. & A. Engineering  
55, Grant Rd., Addiscombe 2351.

**HARTLEY** for Riley's spares and service.—185-171,  
Stansted Rd., Forest Hill, S.E.23. Tel. 10846.

**JAMES (LONDON), LTD.** carry the largest  
range of Riley spares in the country; special equipment  
for mechanical and coach repair.—Carkers Lane, High-  
gate, N.W.9. Tel. 5446.

**RILEY** distributors for 20 years—Comprehensive list  
of spares, quotation and advice invited; send your  
engines for complete overhaul by specialists—Moore's  
Agencies, Ltd., High St., Leamington Spa. Tel. 67. 12300.

ROLLS-ROYCE

**B**  
**LTD.** ROLLS-ROYCE specialists 40 years.

**1936** 50hp Young fixed head coupe.  
25hp Tickford.

**1939** 25hp Park Ward saloon with division.

**1933** 25hp Freestone & Webb coupe.

**1933** 25hp Gurney Nutting coupe.

**1933** 25hp H.J.M. Weymans saloon.

**1930** 25hp H.J.M. Weymans saloon.

**WE** are anxious to purchase 20 and 25hp Rolls-Royces  
3½- and 4½-litre Bentleys with all types of  
coachwork.

**ASCOT MOTORS, LTD.**, 237, Kenilworth Rd., Ladbroke  
Grove, W.10. Ladbroke 1251-2.

**AROLD RADFORD & CO., LTD.**

INVITE you to call and inspect their unique selection  
of Rolls-Royce cars.

**1937** Phantom III, owner-driver, sun-  
shine roof, speedometer reading 50,000 miles.

**1936** (June) 25-30 Rolls-Royce sports saloon by  
Hooper.

**1933** 25/30 Occasional seats, leather by Barker.  
Hooper.

**1936** 25/30 sedan de ville by Hooper.  
Black with natural hide—Ref. H. 555.

**1937** Our unique six months' guarantee  
unless otherwise stated at time of purchase. Please  
write or phone for details to—

**HOPFMANN'S GARAGE, LTD.**

**UDDESDERF RD.**

**HALIFAX, YORKSHIRE.**

Tel. Halifax 5944.

**FOX.**

**OFFICIALLY appointed** Rolls-Royce and Bentley re-  
tailers. Special retailers of H. J. Mulliner coach-  
work. Offer the following from their specially selected  
stock:

**1937** 1937 25/30 sedan de ville by Barker.  
III chassis, black, brown leather, solid  
tappets.

**A FOX & CO. LTD.**, 3-5, Burlington Gardens, Old  
Bond St., W.1. Tel. No. Regent 7657.

**FOX.**

**FIPPON.**

**RIPPON.**

**RIPPON BROS., LTD.**

**NORTHERN** Rolls-Royce specialists since 1903.

**1949** Silver Wraith fitted with H. J. Mulliner tour-  
ing limousine body, black with beige leather  
upholstery.

**1938** Touring saloon by Rippon, black with Air  
conditioning, leather upholstery, 1938 model, in  
Phantom III, special sportsman's coupe by  
Rippon, finished black.

**1936** (Nov.) 30hp touring limousine by Rippon.

**1936** 25hp owner-driven saloon black with fawn  
leather upholstery.

**1934** 26hp 4-door sports saloon by Hooper.

**YOU** can buy with confidence from the largest distribu-  
tors.

**RIPPON BROS., LTD.**, Huddersfield 6340 (5 lines). Also  
at Bradford, Leeds and Sheffield.

**FRANK DALE** offers—

**1935** Rolls-Royce Phantom II 40/50hp T.A. series  
saloon, 1935 model, 25,000 miles, 5 seats, 5 doors,  
new tyres, beautifully maintained—66, Prince's Gate  
Mews, Exhibition Rd., S.W.7. Tel. 6860.

19677

**C**  
**M**  
**CAR MART, LTD.**

**1949** Rolls-Royce Silver Wraith foursome drop head  
coupe by Gurney Nutting, 15,000 miles; £6,250.

**1938-9** H. J. Mulliner, 19,000 miles; £2,500.

**1938** Maberly, 32,000 miles; £2,850.

**1937** 25/30 Hooper, 25,000 miles; £2,150.

**1937** Rolls-Royce Windover limousine, 34,000 miles;  
£1,975.

**CAR MART, LTD.**, 150, Park Lane, W.I. Grosvenor  
Square.

**PARK WARD & CO., LTD.**

**OFFICIAL** Rolls-Royce retailers.

**OFFER** slightly used Silver Wraith cars; details on  
application.

**PARK WARD & CO., LTD.**, 475, High Rd., Willesden  
London, N.W.10. Tel. Willesden 0015.

**ASCOT MOTORS, LTD.**, offer—

**1936** (Nov.) 30hp Young sports saloon.

**1935** (Dec.) 25hp Hooper swept back sedan.

**1935** (Nov.) 25hp Freestone & Webb sports saloon.

**1935** 25hp Park Ward sports saloon.

**1934** 25hp Park Ward 4-light saloon.

**1933** 40/50hp H.J.M. sports saloon with division.

**1932** 25hp T. & M. sports saloon.

**1930** 25hp H.J.M. Weymans saloon.

**WE** are anxious to purchase 20 and 25hp Rolls-Royces  
3½- and 4½-litre Bentleys with all types of  
coachwork.

**ASCOT MOTORS, LTD.**, 237, Kenilworth Rd., Ladbroke  
Grove, W.10. Ladbroke 1251-2.

**AROLD RADFORD & CO., LTD.**

INVITE you to call and inspect their unique selection  
of Rolls-Royce cars.

**1937** Phantom III, owner-driver, sun-  
shine roof, speedometer reading 50,000 miles.

**1936** (June) 25-30 Rolls-Royce sports saloon by  
Hooper.

**1933** 25/30 Occasional seats, leather by Barker.  
Hooper.

**1930** 25/30 sedan de ville by Barker.

**WE** are anxious to purchase 20 and 25hp Rolls-Royces  
3½- and 4½-litre Bentleys with all types of  
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**ASCOT MOTORS, LTD.**, 237, Kenilworth Rd., Ladbroke  
Grove, W.10. Ladbroke 1251-2.

**AROLD RADFORD & CO., LTD.**

INVITE you to call and inspect their unique selection  
of Rolls-Royce cars.

**1940** Phantom III, Rolls-Royce touring saloon with  
black leather, 12,000 miles, black with beige  
leather, £10,000, only 12,000 miles.

**1938** III, Rolls-Royce owner-driver  
saloon with division by Barker, black with  
beige leather, 12,000 miles, £10,000.

**1937** 25/30hp Rolls-Royce Hooper 4-door saloon,  
black with blue leather and fawn cloth  
interior, 25,000 miles, £10,000.

**1936** Rolls-Royce Phantom III Sedan-de-Ville by  
Hooper, black and maroon with beige  
leather and cloth.

**1934** Rolls-Royce 20/25 foursome drop head  
coupe by Thrupp & Maberly, black with beige  
leather.

**DELIVERY** of new and used cars quoted on applica-  
tion.

**AUDLEY** House, North Audley St., W.I. Below  
5242

**COOMBE & SONS (GUILDFORD), LTD.**, offer—

**1933** 20/25 Rolls-Royce Freestone & Webb sports  
saloon; £1,200.

**COOMBE & SONS (GUILDFORD), LTD.**, 639, Old  
Bridge Rd., Guildford 62907-8-9. (1958)

**CLAND & TABOR, LTD.**, Welwyn 481, offer with three  
months guarantee.

**1936** Rolls-Royce 20-25 touring limousine by Windover,  
black with beige leather, 12,000 miles, £10,000.

**1936** (July) 25-30 1936 Sports 4-door Freeston  
owner-driver Saloon, leather, spacious boot, miles  
10,000, £10,000.

**WNER-DRIVER** 30hp/1936 Barker 4-door Saloon,  
leather, reasonable mileage, meticulously main-  
tained, £10,000.

**WNER-DRIVER** 30hp/1937 Family 6-seater 4-door  
black Saloon, leather, meticulously maintained,  
miles 10,000, £10,000.

**WNER-DRIVER** 30hp/1937 Phantom III Hooper, parti-  
tioned black Saloon, radio, roomy boot, 6-wheels,  
disc, mileage 38,000, good history, excellent condition,  
Secton, Tel. 01-222-2222.

**ROLLS-ROYCE**, 25-30 1936 Tickford type body-  
by-body, £1,350.

**CONTINENTAL CARS, LTD.**, 13, Grosvenor  
Square, Mayfair 2941.

**1936** (July) 25-30 Rolls-Royce Hooper owner-driver  
saloon, with boot, no division, black, below.

**1949** Rolls-Royce Silver Wraith Park Ward and  
Windover, black with beige leather, 12,000 miles,  
£10,000.

**MARCUS, LTD.**, 33, Sloane St., S.W.1. Tel. Sloane  
3557-4070.

**1932** Park Ward saloon, 20-25hp, very good  
condition, any examination or trial, £800, taxed.

**TE.** Cunningham 1191.

**J**  
**B**  
**JACK BARCLAY, LTD.**

**LARGEST** official retailers of Rolls-Royce and Bentley;

**12-13** St. George's, Hanover Sq., London, W.1.

**JACK BARCLAY, LTD.**

**1934** Rolls-Royce 20-25 sports saloon, by Windover,  
black with beige leather, 12,000 miles; £1,425.

**1938** Rolls-Royce Replica 4-door saloon, most modern  
lines, excellent condition; £297-1-2. P. Crowley 28.

**1937** (July) 25-30 Hooper limousine, £1,000.

**1936** (April) Rolls-Royce 25hp touring limousine  
by Hooper, finished in black with grey uphol-  
stering.

**CYRUS WILLIAMS MOTORS, LTD.**, 17, Cleveland St.,  
C. Wolverhampton.

**1938** Rolls-Royce Silver Wraith saloon, Park Ward  
20-25, 1938, £1,000.

**1937** (July) 25-30 Hooper limousine, £1,000.

**1936** (July) 25-30 Hooper limousine, £1,000.

**1935** (July) 25-30 Hooper limousine, £1,000.

**1934** (July) 25-30 Hooper limousine, £1,000.

**1933** (July) 25-30 Hooper limousine, £1,000.

**1932** (July) 25-30 Hooper limousine, £1,000.

**1931** (July) 25-30 Hooper limousine, £1,000.

**1930** (July) 25-30 Hooper limousine, £1,000.

**1929** (July) 25-30 Hooper limousine, £1,000.

**1928** (July) 25-30 Hooper limousine, £1,000.

**1927** (July) 25-30 Hooper limousine, £1,000.

**1926** (July) 25-30 Hooper limousine, £1,000.

**1925** (July) 25-30 Hooper limousine, £1,000.

**1924** (July) 25-30 Hooper limousine, £1,000.

**1923** (July) 25-30 Hooper limousine, £1,000.

**1922** (July) 25-30 Hooper limousine, £1,000.

**1921** (July) 25-30 Hooper limousine, £1,000.

**1920** (July) 25-30 Hooper limousine, £1,000.

**1919** (July) 25-30 Hooper limousine, £1,000.

**1918** (July) 25-30 Hooper limousine, £1,000.

**1917** (July) 25-30 Hooper limousine, £1,000.

**1916** (July) 25-30 Hooper limousine, £1,000.

**1915** (July) 25-30 Hooper limousine, £1,000.

**1914** (July) 25-30 Hooper limousine, £1,000.

**1913** (July) 25-30 Hooper limousine, £1,000.

**1912** (July) 25-30 Hooper limousine, £1,000.

**1911** (July) 25-30 Hooper limousine, £1,000.

**1910** (July) 25-30 Hooper limousine, £1,000.

**1909** (July) 25-30 Hooper limousine, £1,000.

**1908** (July) 25-30 Hooper limousine, £1,000.

**1907** (July) 25-30 Hooper limousine, £1,000.

**1906** (July) 25-30 Hooper limousine, £1,000.

**1905** (July) 25-30 Hooper limousine, £1,000.

**1904** (July) 25-30 Hooper limousine, £1,000.

**1903** (July) 25-30 Hooper limousine, £1,000.

**1902** (July) 25-30 Hooper limousine, £1,000.

**1901** (July) 25-30 Hooper limousine, £1,000.

**1900** (July) 25-30 Hooper limousine, £1,000.

**1999** (July) 25-30 Hooper limousine, £1,000.

**1998** (July) 25-30 Hooper limousine, £1,000.

**1997** (July) 25-30 Hooper limousine, £1,000.

**1996** (July) 25-30 Hooper limousine, £1,000.

**1995** (July) 25-30 Hooper limousine, £1,000.

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**1969** (July) 25-30 Hooper limousine, £1,000.



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**H**ENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.  
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor  
2287.) House, 385, Euston Rd., N.W.1. (Euston  
4444.)

REPS AT:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

SOUTHAMPTON (Southampton 3454).

FINCHLEY (Finchley 0061).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

**H**ENLYS, Ltd., England's Leading Motor Agents.  
10028  
Never Care Wanted

**C**

**T**HE CAR MART, Ltd., wish to purchase Rover cars—  
150, Park Lane, W.1. Grosvenor 5434. (1071)

**H**ENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.  
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor  
2287.) House, 385, Euston Rd., N.W.1. (Euston  
4444.)

REAT WEST RD. Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

**H**ENLYS, Ltd., England's Leading Motor Agents.  
10028

**R**OWLAND SMITH'S, the Rover buyers—Hampstead  
High St. (Hampstead Tube). Ham. 8041.  
COOMBE & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition pre-war and  
post-war Rover cars; offers appreciated.—Portsmouth,  
Gulliford. Tel. 42307. (10642)

**R**OVER buyers required—Turnbull, Ross Hill,  
Station Hill, Winchester.

**L**ATE model Rover 105 wanted privately—Adams, 1065.  
154, Gt. Titchfield St., W.I. Langham 2012. (12355)

**A**RGENTLY required good pre-war Rover—Hatfield,  
Morley, 54, Streatham Hill, S.W.2. Duke Hill 4466.  
10559

**R**OVER 10/12 wanted 1934-39 suitable for dismantling;  
can collect—Forest Rd., Quinton, Birmingham 32. (12303)

**C**LARKE & HIMPSON will only the best examples  
of cars 1937 onwards—75-78, Caledonian Lane, W.C.1.  
Slo. 4727.

**B**RITISH & COLONIAL MOTORS, Ltd., require good  
cars—Upper St. Martin's Lane, W.C.1. (12196)

**J**ACK OLDING, Ltd., 8-10, North Audley St., W.1.  
Rover dealers, require cars in first-class condition—  
Marylebone 2887-8. (12193)

**A**LBONS, of Barking, purchase for cash post-war  
Rover cars—105-7 Longsight Rd., Barking. Tel.  
Birkenhead 1283. (10616)

**L**AKES Rover agents, will purchase any non-  
covenant Rover car—110, Bold St., Liverpool 1.  
Tel. 7771.

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to  
purchase all models Rover from 1937 onwards—  
Wembley 2877. (10767)

**D**AVIS, LTD., WEMBLEY, are immediate  
buyers of post-war Rover saloons—Great North  
Rd., Wembley Station, N.2. Tudor 2301-2. (10709)

**D**AVIS, LTD., WEMBLEY, are anxious to buy small mileage out-of-covenant Rovers—  
Deansgate Manchester, Tel. Deansgate 5455. (10554)

**R**ANSON WAY, the hire-purchase specialists, are  
still buying Rover saloon and open cars—  
Maiden Vale 6044 (10 lines). (10671)

**R**OVER wanted—Buyers privately pre-war Rover  
cars—Ferrari, sports, original condition, at a  
high price paid—Lee Green 4555 or Advertiser 1. (14183)

**D**RT'S GARAGE, Ltd., Kenton Rd., Kenton, Rover  
main agents. Sales and service: Wordsworth 1143.

**L**IOTH PARK MOTORS, Ltd., Datchet, Slough, Bucks.  
Rover agents for spares and specialists—  
Tel. Datchet 52. (10047)

**R**. F. POWELL (MOTORS), Ltd., East London main  
agents—Rowlands 1000. (10402)

**D**AVID ROSENFIELD, Ltd., Rover Distributors,  
Lancashire and Cheshire; very large spares stock  
available—Chesterhill Hill Rd., Manchester, 6.  
Blackfriars 2308. (10555)

**SINGER**

**C**AR MART, Ltd.  
**1949** Singer 1500 saloon, deader, 9,000 miles;  
£1,015. (10712)

**1950** Singer Bantam saloon, exceptionally smart,  
in silver grey. £525. (1024)

**WADCOL MOTORS**, 150-6, West End Lane, N.W.6.  
Hampstead 1177. (10259)

OVERSEAS CARS, Ltd.

**1949** Singer saloon, S.M. 1500, blue; £1,050.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. (1079)

**DICKS CAR SALES** offer:

**1947** Singer 10 de luxe 4-door saloon, very carefully used; £605.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, N.W.9. Maid's Vale 6889-9. (12444)

**D**. J. SHEPHERD & CO. (ENFIELD), Ltd.

**1948** Singer 10 de luxe 4-door saloon, excellent condition, small mileage—2745. D. J. Shepherd & Co. (Enfield), Ltd., 435, Herford Rd., Enfield 1631. (12333)

**£295**—1939 model 8hp de luxe saloon, clean condition; good order.—Orangewood 2550. (10306)

**1950** Singer S.M. 1500 saloon, black, pigskin upholstery, 10,000 miles, immaculate! £1,225.

**1949** Singer 10bhp saloon, Whitehall grey, maroon upholstery, 10,000 miles, as new. £550.

**HENDON CENTRAL Garage**, Ltd., 6436, Watford Road, Hendon, Middlesex. Tel. Hendon 1428-9. (1219)

**1949** Singer S.M. 1500 saloon, fawn; £1,050. C. A. Peter Ltd., 42, North Audley St., W.1. (12481)

**GOLDERS GREEN** H. A. Saunders, Ltd.—1936 Singer Le Mans, blue, guaranteed. £1,444.

**OVER AUTOMOBILES**, Ltd. offer: Late 1935 Singer 10 de luxe 4-door saloon, in superb condition; £260.

**1949** Singer 10 de luxe saloon, 10,000 miles, £1,050.

**£250**—new tyres, twin spares, record engine.—Bray Motors, 180-184, West End Lane, N.W.8. (10306)

**275**—Singer Bantam, August, 1939, 8hp de luxe saloon, dark green, sliding head, leather upholstery, good condition, taxed; terms, exchange—London 1000. (10244)

**225**—Singer 10bhp, 10,000 miles, green leather, term. £225.

**1949** Singer 10bhp, 10,000 miles, green leather, term. £225.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## PERFORMANCE CARS.

**T**HE WINDMILL GARAGE, Great West Rd., Brentford, Middlesex.

HULL 3-litre saloon from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995.

FULL 24-hour service, repairs, petrol, etc.; complete.

FROM the best selection of reasonably priced, guaranteed sports cars we offer:-

OLDSMOBILE 88. F.11 d.b. foursome by Henry Binder. £1050. 6950.

LVIS 4.5-litre Chelworth saloon, in beautiful condition. 1937. £675.

STAN MARTIN 2-litre short chassis 2-seater. 1937. £625.

A LFA-ROMEO 1½-litre twin cam supercharged 2/3-seater. £750.

LFA-ROMEO 17.50 twin cam unsupercharged d.b. foursome. 1935. £395.

B M.W. 2-litre type 45, fitted 55 engine, saloon, 1936; BRAZER Nash 1½-litre T.T. Replica. 1932. £295.

BENTLEY Red Label tourer by V.D.P., 1926, fitted S.S.M. 100bhp engine. £375.

BENTLEY Red Label 3-litre D.P. tourer. 1926. £265.

BENTLEY Blue Label 3-litre tourer by Duff and Adlington. 1925. £255.

AGONDA 4½-litre pillarless saloon, 1934. £265.

RILEY 1½-litre saloon, distributor maintained, low mileage. 1946. £275.

RILEY 1½-litre saloon, 1931. £95.

REEVES Falcon 1½-litre saloon, good chassis, coachwork excellent. £195.

RILEY 9 Ascot drop head coupe with dickey, 1932, very sound. £165.

MARSHALL supercharger and Layzell crank. £354. £375.

MARSHALL 2.6-litre tourer, 1939, spotless chassis checked up. £475.

G.C. 1½-litre Magnette 2-seater. 1936. £275.

FORD V8 30bhp d/h with dickey, 1936; choice of 2: £325.

FORD V8 30bhp d/h with dickey, 1937, race/leaded, checked throughout. £385.

FORD V8 Continental metal-bodied utility, first-class condition. £425.

TRIUMPH Dolomite 16hp saloon. 1939. £425.

TRIUMPH Gloria 1½-litre 4-seater, 1935 twin carburetors. £295.

RAILTON 50bhp 4-seater, 1935, very sound specimen. £325.

CITROËN 15hp saloon, 1936. £325.

OVER 10 saloon, 1932. £125.

STANDARD 10hp saloon, 1930. £65.

PERFORMANCE CARS.

H. A. SAUNDERS, Ltd., of Worcester. [2368]

1930 Bentley 4½-litre Sunbeam Plas tourer. British racing green with green leather, reg. No. GP 3372. £1000.

1947 Riley 1½-litre sports tourer, black with maroon leather. H.M.V. radio, very carefully used. £985.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [2030]

POTTER RICHARDS & CARR offer:-

LLARDS Citroën Cadillac: see under each make.

ROLLS-ROYCE Phantom II Continental saloon. £650.

Rollton tourer. £295. Lancia Dilambda saloon. £535. Jawa 500 drop head 2-seater. 52mpg. 55mph. Standard 10 saloon. 1930. £325. 100bhp. 1930. London, S.W.7. Kensington 6955. [1549]

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, at Kilburn.

50 sports cars of all types under £200.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. [15045] Kilburn Park Station, Bakerloo Line. Tel. May 6044 (10 lines).

AUSTIN Nippy car—See under Austin Seven.

ASTON MARTIN Ulster, enthusiasts car: offered.

ASTON MARTIN International 2½-seater, excellent condition. £375. Cisalpina 545 six hours. £269.

ALFA-ROMEO 1750 2½-seater. £325.

ALFA-ROMEO 1750 miles, very good condition throughout; unrest. £275. Betchworth 2164.

£140—Wolseley Hornet Special. Abbey body car with radio. 1938. £140. 1938. Murchison. Redditch. Birm. B60. [1367]

A/C engined Riley, fitted with new vintage type body with full road equipment, whole car in first-class condition. Fieldhead, Astley near Buxton. Tel. 2368.

COSE & YOUNG, Ltd., offer—Alfa-Romeo 1750 supercharged 4-seater, tourer, excellent order. £365.

65-69. Sternhold Ave. Streatham Hill, S.W.16. minute Streatham Hill, S.W.16. Tel. 6464 (10 lines).

BARTHLET—Alfa-Romeo 1.750 2½-litre supercharged 2-seater. £600.

BARTHLET—Alfa-Romeo 1.750 2½-litre supercharged 2-seater. £600. Bentley actual Le Mans 4½-litre. £675. Talbot 105 actual team car. £485. Invicta 100mph low chassis. £450. 27a. Fenchurch Villas, Bow. Baywater. [2321]

LANCIA Lambda 5 series, long chassis. Weymann saloon, black just machined, very potent, noted with good condition. £150. Oldham 229. [2651]

1949 show model 150 Delahaye special drop head. £150. Delahaye 150. £150. Oldham 229. Queen's Rd., Richmond. Richmond 2185 week-ends and evenings.

1949 show model 150 Delahaye special drop head. £150. Delahaye 150. £150. Oldham 229. Queen's Rd., Richmond. Richmond 2185 week-ends and evenings.

DELAGE D.12. 1926 Cadogan touring body: this car has been fitted with 1940 Rover sports 16hp engine, 1940 front end, 1940 rear end, 1940 suspension; wheel rebuild 20in (wheelbase), brakes converted Girling; wheel car very sound and clean condition; £275. Box 2350.

RICHARDS & BROWN offer: 30.96 Vauxhall 4-dr. OE165, fair condition. £150. Alvis 12.60 T.L. back 2½-seater, excellent condition throughout. £225.

Austin, Ford, trials car. 1928. Wolseley Hornet 2-attr. £225.

1930 3-litre 2-seater. £225.

1931 3-litre 2-seater sports. £20 m.p.h. grey. £225.

1932 3-litre 2-seater sports including 70.16 m.p.h. £225.

1933 3-litre 2-seater sports, 1932. £225.

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1941 3-litre 2-seater sports, 1932. £225.

1942 3-litre 2-seater sports, 1932. £225.

1943 3-litre 2-seater sports, 1932. £225.

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1987 3-litre 2-seater sports, 1932. £225.

1988 3-litre 2-seater sports, 1932. £225.

1989 3-litre 2-seater sports, 1932. £225.

1990 3-litre 2-seater sports, 1932. £225.

1991 3-litre 2-seater sports, 1932. £225.

1992 3-litre 2-seater sports, 1932. £225.

1993 3-litre 2-seater sports, 1932. £225.

1994 3-litre 2-seater sports, 1932. £225.

1995 3-litre 2-seater sports, 1932. £225.

1996 3-litre 2-seater sports, 1932. £225.

1997 3-litre 2-seater sports, 1932. £225.

1998 3-litre 2-seater sports, 1932. £225.

1999 3-litre 2-seater sports, 1932. £225.

2000 3-litre 2-seater sports, 1932. £225.

2001 3-litre 2-seater sports, 1932. £225.

2002 3-litre 2-seater sports, 1932. £225.

2003 3-litre 2-seater sports, 1932. £225.

2004 3-litre 2-seater sports, 1932. £225.

2005 3-litre 2-seater sports, 1932. £225.

2006 3-litre 2-seater sports, 1932. £225.

2007 3-litre 2-seater sports, 1932. £225.

2008 3-litre 2-seater sports, 1932. £225.

2009 3-litre 2-seater sports, 1932. £225.

2010 3-litre 2-seater sports, 1932. £225.

2011 3-litre 2-seater sports, 1932. £225.

2012 3-litre 2-seater sports, 1932. £225.

2013 3-litre 2-seater sports, 1932. £225.

2014 3-litre 2-seater sports, 1932. £225.

2015 3-litre 2-seater sports, 1932. £225.

2016 3-litre 2-seater sports, 1932. £225.

2017 3-litre 2-seater sports, 1932. £225.

2018 3-litre 2-seater sports, 1932. £225.

2019 3-litre 2-seater sports, 1932. £225.

2020 3-litre 2-seater sports, 1932. £225.

2021 3-litre 2-seater sports, 1932. £225.

2022 3-litre 2-seater sports, 1932. £225.

2023 3-litre 2-seater sports, 1932. £225.

2024 3-litre 2-seater sports, 1932. £225.

2025 3-litre 2-seater sports, 1932. £225.

2026 3-litre 2-seater sports, 1932. £225.

2027 3-litre 2-seater sports, 1932. £225.

2028 3-litre 2-seater sports, 1932. £225.

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2060 3-litre 2-seater sports, 1932. £225.

2061 3-litre 2-seater sports, 1932. £225.

2062 3-litre 2-seater sports, 1932. £225.

2063 3-litre 2-seater sports, 1932. £225.

2064 3-litre 2-seater sports, 1932. £225.

2065 3-litre 2-seater sports, 1932. £225.

2066 3-litre 2-seater sports, 1932. £225.

2067 3-litre 2-seater sports, 1932. £225.

2068 3-litre 2-seater sports, 1932. £225.

2069 3-litre 2-seater sports, 1932. £225.

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

H. A. SAUNDERS, Ltd., offer:—

**1950** Standard Vanguard saloon, maroon with beige leather upholstery, 10,000 miles; £1,395.  
**1950** Standard Vanguard saloon, blue with beige leather upholstery, 10,000 miles; £1,395.  
**836** 836, High Rd., N.12. Hailside 0024.

1978 WARWICK WRIGHT, Ltd., offer:—

**1950** Standard Vanguard saloon, grey, blue with beige leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 7961.

GORDON CARS (LONDON), Ltd.—1949 Vanguard

saloon, black, 10,000 miles; £1,395.

GORDON CARS (LONDON), Ltd., 1949 Vanguard

saloon, bronze, 10,000 miles; £1,395.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 2111.

**1949** (Sept.) Standard Vanguard, metallic green with red cloth, 11,000 miles, in excellent condition; £1,395.

OBINNS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581.

**1949** Vanguard, 1950, Whitstable grey, 17,000 miles; original owner, beautifully kept; £1,075.

Bareham, St. Edmund 533.

MAY (1949) Vanguard, being, 20,000 miles, cloth upholstery, 10,000 miles; £1,395.

LINGTON, St. John's Wood, N.W.8. Tel. 21-4522.

**1950** (June) Vanguard, 8,500 miles, immaculate condition, blue saloon, £1,395.

Seat covers, leather, offered by owner; £1,400. Reliance 4461.

**1949** Vanguard, nominal mileage, colour £1,395.

with nine leather seats; £1,045. Quinton Car Sales, 37, Letchworth Way, Neas Cross, S.E.14. Tideway 4243.

**1950** Vanguard, finished black, leather, 10,000 miles; £1,395. Tideway 4243.

VANGUARD just delivered and unused, too large for requirement, owner requires contact early recipient.

Minor, A.G. Wyman, with view exchange estate and subject to M.T.A. permission. Brodies, 8, King Street, Wolverhampton.

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croxton, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CAHRS AUTO SALES, Ltd., Standard House, South End, Croydon, Tel. Cro. 6008. (0276)

TALBOT &amp; SMITH'S, the choice of Standards for 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—199, King's Rd., S.W.3. Tel. Flax. 4601-3.

Standard Cars Wanted

C THE CAR MART, Ltd. wish to purchase Standard cars.—150, Park Lane, W.I. Grosvenor 3484.

M R S THE CAR MART, Ltd. wish to purchase Standard cars.—150, Park Lane, W.I. Grosvenor 3484.

OWLAND SMITH'S, the Standard buyers.—Hampton Hill (Hampstead Tube). Tel. Ham. 6041.

ASH immediately for good cars, etc.—H. F. Edwards, 10, Upper High St., Epsom 9400.

URGENLY need post-war 20s—Stan—21, Kirkgate, Huddersfield, S.W.2 or 10, Huddersfield 2100.

Standard 10s, 12s and 14s for reconditioning, low mileage.

1950 Vanguard (B) 1637, after 6 p.m. (2538).

1950 Vanguard wanted privately.—Adams, Durham Rd., Gateshead-Tyne. Tel. 7532.

(1952)

ALMOST new Standard required; cash payment.

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters, Rd., Tottenham, N.15.

CASH buyers of low-mileage Standard 12s, 14s, Van guards, distance no object.—Hawkins, Lord's Road, Bognor Regis. Tel. 4061.

APPROACH us first before disposing of your Standard car.—Tinkard &amp; Smith, Ltd., 194-196, Kings Rd., S.W.1. Tel. 2222.

A PETO, Ltd., 42 North Audley St., W.1. Standard C agents, will purchase Standard cars in first-class condition.

STANDARD Vanguard and post-war 12s and 14s in good condition, urgently wanted.—J. R. Inwards Ltd., High St., Tunbridge Wells, Kent. Tel. 43-43.

A LINDSEY MOTORS, Ltd. could appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 2827-8.

STARKEY MOTORS, 103, 105, 107, Brookwood Broadway, London, S.W.1. Tel. 2480.

1952, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480.

I can buy your car in London, or any other major town, car must be purchased within an hour of phoning.

Mayfair 7854, the London Buying Office of Lamb's, Ltd., (Woodford, Essex), Slough House, 16, Berkley St., W.1. Tel. 11771.

Standard Spares and Service

S &amp; T STANDARD &amp; TRIUMPH SALES, Ltd.—Service and

spares for all models; manufacturers' largest

stockist in Britain of spares and service equipment.

Standard &amp; Triumph Gates, Ltd., London

Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARDS and Triumph spares—1949-50 range.

STANDARDS and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Marigate. Tel. 1188.

BARKER'S MOTORS (LONDON), Ltd. (Tel. Bunting 2040).

Standard and Triumph spares, sales and service.—209, Balham High Rd., S.W.17. Tel. 0022.

K MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models of the Standard, especially for export, for 1948-50. Tel. 137-140, Wigmore Rd., Bremerton, Kent. Tel. 3456-7-8-9.

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares, including reconditioned and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906-9.

(0022)

REPAIRS and service for Standard and Triumph cars by the Standard agents—Kelross Garage, Highgate Green, N.6. Tel. 21-4522.

STANDARD spares for all models, largest provincial stockists—Hollingsdale Automobile Co. Ltd., Stockport (Tel. 4664); and Prince's Drive, Colwyn Bay (Tel. 0395).

SPARE parts by return of post, quote complete number of car when ordering—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 21-4522.

BROCKHURST GARAGE—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit—Uxbridge Rd., Harrow Weald, Middlesex. Tel. 0255.

GORDON CARS (LONDON), Ltd., 1949 Vanguard 10s, 12s, 14s, 16s, 18s, 20s, 22s, 24s, 26s, 28s, 30s, 32s, 34s, 36s, 38s, 40s, 42s, 44s, 46s, 48s, 50s, 52s, 54s, 56s, 58s, 60s, 62s, 64s, 66s, 68s, 70s, 72s, 74s, 76s, 78s, 80s, 82s, 84s, 86s, 88s, 90s, 92s, 94s, 96s, 98s, 100s, 102s, 104s, 106s, 108s, 110s, 112s, 114s, 116s, 118s, 120s, 122s, 124s, 126s, 128s, 130s, 132s, 134s, 136s, 138s, 140s, 142s, 144s, 146s, 148s, 150s, 152s, 154s, 156s, 158s, 160s, 162s, 164s, 166s, 168s, 170s, 172s, 174s, 176s, 178s, 180s, 182s, 184s, 186s, 188s, 190s, 192s, 194s, 196s, 198s, 200s, 202s, 204s, 206s, 208s, 210s, 212s, 214s, 216s, 218s, 220s, 222s, 224s, 226s, 228s, 230s, 232s, 234s, 236s, 238s, 240s, 242s, 244s, 246s, 248s, 250s, 252s, 254s, 256s, 258s, 260s, 262s, 264s, 266s, 268s, 270s, 272s, 274s, 276s, 278s, 280s, 282s, 284s, 286s, 288s, 290s, 292s, 294s, 296s, 298s, 300s, 302s, 304s, 306s, 308s, 310s, 312s, 314s, 316s, 318s, 320s, 322s, 324s, 326s, 328s, 330s, 332s, 334s, 336s, 338s, 340s, 342s, 344s, 346s, 348s, 350s, 352s, 354s, 356s, 358s, 360s, 362s, 364s, 366s, 368s, 370s, 372s, 374s, 376s, 378s, 380s, 382s, 384s, 386s, 388s, 390s, 392s, 394s, 396s, 398s, 400s, 402s, 404s, 406s, 408s, 410s, 412s, 414s, 416s, 418s, 420s, 422s, 424s, 426s, 428s, 430s, 432s, 434s, 436s, 438s, 440s, 442s, 444s, 446s, 448s, 450s, 452s, 454s, 456s, 458s, 460s, 462s, 464s, 466s, 468s, 470s, 472s, 474s, 476s, 478s, 480s, 482s, 484s, 486s, 488s, 490s, 492s, 494s, 496s, 498s, 500s, 502s, 504s, 506s, 508s, 510s, 512s, 514s, 516s, 518s, 520s, 522s, 524s, 526s, 528s, 530s, 532s, 534s, 536s, 538s, 540s, 542s, 544s, 546s, 548s, 550s, 552s, 554s, 556s, 558s, 560s, 562s, 564s, 566s, 568s, 570s, 572s, 574s, 576s, 578s, 580s, 582s, 584s, 586s, 588s, 590s, 592s, 594s, 596s, 598s, 600s, 602s, 604s, 606s, 608s, 610s, 612s, 614s, 616s, 618s, 620s, 622s, 624s, 626s, 628s, 630s, 632s, 634s, 636s, 638s, 640s, 642s, 644s, 646s, 648s, 650s, 652s, 654s, 656s, 658s, 660s, 662s, 664s, 666s, 668s, 670s, 672s, 674s, 676s, 678s, 680s, 682s, 684s, 686s, 688s, 690s, 692s, 694s, 696s, 698s, 700s, 702s, 704s, 706s, 708s, 710s, 712s, 714s, 716s, 718s, 720s, 722s, 724s, 726s, 728s, 730s, 732s, 734s, 736s, 738s, 740s, 742s, 744s, 746s, 748s, 750s, 752s, 754s, 756s, 758s, 760s, 762s, 764s, 766s, 768s, 770s, 772s, 774s, 776s, 778s, 780s, 782s, 784s, 786s, 788s, 790s, 792s, 794s, 796s, 798s, 800s, 802s, 804s, 806s, 808s, 810s, 812s, 814s, 816s, 818s, 820s, 822s, 824s, 826s, 828s, 830s, 832s, 834s, 836s, 838s, 840s, 842s, 844s, 846s, 848s, 850s, 852s, 854s, 856s, 858s, 860s, 862s, 864s, 866s, 868s, 870s, 872s, 874s, 876s, 878s, 880s, 882s, 884s, 886s, 888s, 890s, 892s, 894s, 896s, 898s, 900s, 902s, 904s, 906s, 908s, 910s, 912s, 914s, 916s, 918s, 920s, 922s, 924s, 926s, 928s, 930s, 932s, 934s, 936s, 938s, 940s, 942s, 944s, 946s, 948s, 950s, 952s, 954s, 956s, 958s, 960s, 962s, 964s, 966s, 968s, 970s, 972s, 974s, 976s, 978s, 980s, 982s, 984s, 986s, 988s, 990s, 992s, 994s, 996s, 998s, 1000s, 1002s, 1004s, 1006s, 1008s, 1010s, 1012s, 1014s, 1016s, 1018s, 1020s, 1022s, 1024s, 1026s, 1028s, 1030s, 1032s, 1034s, 1036s, 1038s, 1040s, 1042s, 1044s, 1046s, 1048s, 1050s, 1052s, 1054s, 1056s, 1058s, 1060s, 1062s, 1064s, 1066s, 1068s, 1070s, 1072s, 1074s, 1076s, 1078s, 1080s, 1082s, 1084s, 1086s, 1088s, 1090s, 1092s, 1094s, 1096s, 1098s, 1100s, 1102s, 1104s, 1106s, 1108s, 1110s, 1112s, 1114s, 1116s, 1118s, 1120s, 1122s, 1124s, 1126s, 1128s, 1130s, 1132s, 1134s, 1136s, 1138s, 1140s, 1142s, 1144s, 1146s, 1148s, 1150s, 1152s, 1154s, 1156s, 1158s, 1160s, 1162s, 1164s, 1166s, 1168s, 1170s, 1172s, 1174s, 1176s, 1178s, 1180s, 1182s, 1184s, 1186s, 1188s, 1190s, 1192s, 1194s, 1196s, 1198s, 1200s, 1202s, 1204s, 1206s, 1208s, 1210s, 1212s, 1214s, 1216s, 1218s, 1220s, 1222s, 1224s, 1226s, 1228s, 1230s, 1232s, 1234s, 1236s, 1238s, 1240s, 1242s, 1244s, 1246s, 1248s, 1250s, 1252s, 1254s, 1256s, 1258s, 1260s, 1262s, 1264s, 1266s, 1268s, 1270s, 1272s, 1274s, 1276s, 1278s, 1280s, 1282s, 1284s, 1286s, 1288s, 1290s, 1292s, 1294s, 1296s, 1298s, 1300s, 1302s, 1304s, 1306s, 1308s, 1310s, 1312s, 1314s, 1316s, 1318s, 1320s, 1322s, 1324s, 1326s, 1328s, 1330s, 1332s, 1334s, 1336s, 1338s, 1340s, 1342s, 1344s, 1346s, 1348s, 1350s, 1352s, 1354s, 1356s, 1358s, 1360s, 1362s, 1364s, 1366s, 1368s, 1370s, 1372s, 1374s, 1376s, 1378s, 1380s, 1382s, 1384s, 1386s, 1388s, 1390s, 1392s, 1394s, 1396s, 1398s, 1400s, 1402s, 1404s, 1406s, 1408s, 1410s, 1412s, 1414s, 1416s, 1418s, 1420s, 1422s, 1424s, 1426s, 1428s, 1430s, 1432s, 1434s, 1436s, 1438s, 1440s, 1442s, 1444s, 1446s, 1448s, 1450s, 1452s, 1454s, 1456s, 1458s, 1460s, 1462s, 1464s, 1466s, 1468s, 1470s, 1472s, 1474s, 1476s, 1478s, 1480s, 1482s, 1484s, 1486s, 1488s, 1490s, 1492s, 1494s, 1496s, 1498s, 1500s, 1502s, 1504s, 1506s, 1508s, 1510s, 1512s, 1514s, 1516s, 1518s, 1520s, 1522s, 1524s, 1526s, 1528s, 1530s, 1532s, 1534s, 1536s, 1538s, 1540s, 1542s, 1544s, 1546s, 1548s, 1550s, 1552s, 1554s, 1556s, 1558s, 1560s, 1562s, 1564s, 1566s, 1568s, 1570s, 1572s, 1574s, 1576s, 1578s, 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1866s, 1868s, 1870s, 1872s, 1874s, 1876s, 1878s, 1880s, 1882s, 1884s, 1886s, 1888s, 1890s, 1892s, 1894s, 1896s, 1898s, 1900s, 1902s, 1904s, 1906s, 1908s, 1910s, 1912s, 1914s, 1916s, 1918s, 1920s, 1922s, 1924s, 1926s, 1928s, 1930s, 1932s, 1934s, 1936s, 1938s, 1940s, 1942s, 1944s, 1946s, 1948s, 1950s, 1952s, 1954s, 1956s, 1958s, 1960s, 1962s, 1964s, 1966s, 1968s, 1970s, 1972s, 1974s, 1976s, 1978s, 1980s, 1982s, 1984s, 1986s, 1988s, 1990s, 1992s, 1994s, 1996s, 1998s, 2000s, 2002s, 2004s, 2006s, 2008s, 2010s, 2012s, 2014s, 2016s, 2018s, 2020s, 2022s, 2024s, 2026s, 2028s, 2030s, 2032s, 2034s, 2036s, 2038s, 2040s, 2042s, 2044s, 2046s, 2048s, 2050s, 2052s, 2054s, 2056s, 2058s, 2060s, 2062s, 2064s, 2066s, 2068s, 2070s, 2072s, 2074s, 2076s, 2078s, 2080s, 2082s, 2084s, 2086s, 2088s, 2090s, 2092s, 2094s, 2096s, 2098s, 2100s, 2102s, 2104s, 2106s, 2108s, 2110s, 2112s, 2114s, 2116s, 2118s, 2120s, 2122s, 2124s, 2126s, 2128s, 2130s, 2132s, 2134s, 2136s, 2138s, 2140s, 2142s, 2144s, 2146s, 2148s, 2150s, 2152s, 2154s, 2156s, 2158s, 2160s, 2162s, 2164s, 2166s, 2168s, 2170s, 2172s, 2174s, 2176s, 2178s, 2180s, 2182s, 2184s, 2186s, 2188s, 2190s, 2192s, 2194s, 2196s, 2198s, 2200s, 2202s, 2204s, 2206s, 2208s, 2210s, 2212s, 2214s, 2216s, 2218s, 2220s, 2222s, 2224s, 2226s, 2228s, 2230s, 2232s, 2234s, 2236s, 2238s, 2240s, 2242s, 2244s, 2246s, 2248s, 2250s, 2252s, 2254s, 2256s, 2258s, 2260s, 2262s, 2264s, 2266s, 2268s, 2270s, 2272s, 2274s, 2276s, 2278s, 2280s, 2282s, 2284s, 2286s, 2288s, 2290s, 2292s, 2294s, 2296s, 2298s, 2300s, 2302s, 2304s, 2306s, 2308s, 2310s, 2312s, 2314s, 2316s, 2318s, 2320s, 2322s, 2324s, 2326s, 2328s, 2330s, 2332s, 2334s, 2336s, 2338s, 2340s, 2342s, 2344s, 2346s, 2348s, 2350s, 2352s, 2354s, 2356s, 2358s, 2360s, 2362s, 2364s, 2366s, 2368s, 2370s, 2372s, 2374s, 2376s, 2378s, 2380s, 2382s, 2384s, 2386s, 2388s, 2390s, 2392s, 2394s, 2396s, 2398s, 2400s, 2402s, 2404s, 2406s, 2408s, 2410s, 2412s, 2414s, 2416s, 2418s, 2420s, 2422s, 2424s, 2426s, 2428s, 2430s, 2432s, 2434s, 2436s, 2438s, 2440s, 2442s, 2444s, 2446s, 2448s, 2450s, 2452s, 2454s, 2456s, 2458s, 2460s, 2462s, 2464s, 2466s, 2468s, 2470s, 2472s, 2474s, 2476s, 2478s, 2480s, 2482s, 2484s, 2486s, 2488s, 2490s, 2492s, 2494s, 2496s, 2498s, 2500s, 2502s, 2504s, 2506s, 2508s, 2510s, 2512s, 2514s, 2516s, 2518s, 2520s, 2522s, 2524s, 2526

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1936** 105 Speed Talbot sports saloon; £625.**1935** 110 Talbot James Young 2-door sports saloon;

BOTH these cars are in superb condition with an excellent history since new.—F. FUGOLE, Ltd., Bushy Heath, Herts. Tel. 1695.

**TALBOT** saloon, 14hp, good condition throughout. 4 new tyres. £75 or nearest offer.—Copeman, Great Bawdsey, Colchester.**1938** 105 Speed sports saloon, in excellent condition inside and out. £475.—"Marconi," 101 Katts Rd., Canvey Isle, Essex.**345** (Aug.) Talbot 10 (Sept. 1936). Fourseats drop-head coupe, black, blue leather, good tyres, very good condition, taxed, terms—exchanges.—Rowland Smith below.**265** (Aug.) Talbot 75 (August 1937). 15hp de luxe 4-door saloon, 99,000 miles, black, brown leather, synchromesh, good condition, terms—exchanges.—Rowland Smith (Hampstead Tube), Hampstead, N.1. Tel. 1259.**1935** 110 Talbot 75 (August 1937). 15hp de luxe 4-door saloon, 99,000 miles, black, green leather, sliding head, preselector, good tyres, 6,000 miles, new shock absorbers and battery, 4 excellent tyres and sound sports—a beautiful car in excellent condition.—Rowland Smith, 101 Katts Rd., Canvey Isle, Essex.**TRIUMPH** Specialists, K. Weston By-Pass, Burston, Suffolk. Tel. 1122.**Talbot Cars Wanted****CASE** immediately for good Talbot.—H. F. Edwards, Upper High St., Epsom 9400.**R** OWLAND SMITH'S, the Talbot buyers.—Hampstead, N.1. Tel. 6041.**TRIUMPH** 2-door Roadster (April 1949). 24,000 miles, £1,095.**1947** Triumph 2000 Roadster, fitted many extras.**COBBING**, Ltd., Upper Richmond Rd., East Putney, S.W.15.**1948** (November) Triumph 1800 saloon, negligible condition, £1,095.**GUY ALFRED** & Co., Ltd., 6-7, Warren St., W.1. Tel. 2309.**1949** Triumph 2000 model Roadster, super condition, £1,095. no offers.—Walton 6694.**LANKESTER ENGINEERING** Co., Ltd., 39-41 Eden St., Kingston-on-Thames, Tel. Kingston 3151.**1950** Triumph 2-litre Renown saloon, black, beige leather, heater, 3,000 miles, spare unused.**R** EGENS, Ltd., 16, Albemarle St., Mayfair, W.1. Tel. 2262-3-4.**1939** Triumph Dolomite 14 4 drop head coupe, £445. payments—Vauxhall, 17, Avenue Mews, S.W.7. Tel. 1319.**2000** (Aug.) Triumph Roadster, blue—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3598.**1947** Triumph Roadster, metallic grey, red leather, £1,095.**UNIMOTORS**, Ltd., Garston, Liverpool, 12.**1949** Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1947** Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1948** (Oct.) Triumph Dolomite 14, 4 drop head coupe, £445. payments—Vauxhall, 17, Avenue Mews, S.W.7. Tel. 1319.**1949** Triumph Renown saloon, 4,000 miles, £1,095.**1950** British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3598.**£398** (Aug.) Triumph Dolomite 1½-litre 4-door sports saloon, interior equal new. Excellent tyres and suspension, £398.**UNIMOTORS**, Ltd., Garston, Liverpool, 12.**1949** Triumph 2000 Roadster, grey, red leather, £1,225.**1949** (Aug.) Triumph 2000 Roadster, radio, 8,000 miles; £1,225—Car Mart, Ltd., 150, Park Lane, W.1. Tel. 2262-3-4.**N** EWNHAMS, Ltd.**1947** Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1948** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) Triumph 1800 saloon, black with beige leather, 7,000 miles, £1,095.**1949** (Aug.) 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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**VAUXHALL 18**  
1940 Vauxhall 12 saloon, excellent order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1.  
Euston 3268.

1946 Vauxhall 12hp saloon, excellent condition & performance, taxed year: £650.—Per. 750.—  
[2326]

GOLDERS GREEN—H. A. Saunders, Ltd., 1948 Vaux-  
hall 12 saloon, black, guaranteed—144. Golders  
Green Rd. Spt. 0011. Open 9 a.m. to 9 p.m. [2369]

1947 (August) Vauxhall 12 saloon, excellent condition,  
£720.—Parke 168, Valley Rd., Ipswich 3349. [2322]

**VAUXHALL II**

MONTROE MOTORS offer:—

1938 Vauxhall 14 drop head coupe: £295.

MONTROE MOTORS (M. H. BOGGS), 91-7,  
Epping New Rd., Buckhurst Hill, Essex. [1696]

VAUXXHALL 14, 1935, excellent condition: £235.  
near offer—Box 2237. [1888]

1936 Vauxhall 14, splendid condition, owner-  
driven, £125.—Offer: £300 accepted.

Shepherd's Manor Hall, Epsom, Surrey. N.W.4. [2310]

£285—1937 Vauxhall 14 de luxe saloon, grey,  
blue interior, clean condition, excellent run-  
ning, good car, £285. Caravans, 180-194.  
End Lane, N.W.6. Hampstead 6300.

TANKARD & SMITH, Ltd., offer: 1936 Vauxhall 14  
in original condition, mechanically first class:  
£285.—Peckham Rd. S.E.15. Rodney 2051. [2143]

1937 (Sept.) Vauxhall 14p S.R. saloon, black,  
hired, £125.—Offer: £300 accepted.

Dec., exceptional condition: £390.—phone evenings 7-9,  
Speedwell 4319.—Leonards, 20, Clifton Odns., Golders  
Green, N.W.10. [2343]

VAUXHALL 14hp de luxe saloon, D.X. model, re-  
culloped black, red wheels, brown leather uphol-  
stery, whole car in good original condition: £350.—  
K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon,  
Surrey. Tel. Upminster 484-5250. [2388]

**VAUXHALL WYVERN & VELOX**

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, heater, 7,000 miles;  
£1,105.—Car Mart, Ltd., 320, Euston Rd., N.W.1.  
Euston 1212. [2427]

H. A. SAUNDERS, Ltd., Radlett.

VAUXXHALL Wyvern, registered in 1949 with 1950  
miles, grey with brown leather and heater. miles:  
2,800. Herts. 2520.

WADDINGTON MOTORS, Ltd., offer:—

1949 model Vauxhall Wyvern, small mileage, un-  
marked: £1,025.—Fortune Green, N.W.6.  
H. M. 2211. [6276]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1949 Vauxhall Velox saloon, black, radio, heater,  
Marlborough Works, Kenton, Tel. Wordsworth  
5566 and 3638. [1487]

1949 (June) Vauxhall Velox saloon, one owner,  
immaculate condition: £1,150.—Esham Motors,  
Cricklewood Broadway, N.W.2. Gia 228. [1945]

YODDERS GREEN—H. A. Saunders, Ltd., 1949 Vaux-  
hall Velox saloon, blue, brown hide, radio, low  
miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd., 1949 Vauxhall Velox saloon,  
black, £1,100.—Car Mart, Ltd., 320, Euston Rd., N.W.1.  
Golders Green Rd., N.W.11. Open 9 a.m. to 9 p.m. [2370]

1948 (Oct.) Vauxhall Velox, 17,000 miles, olive  
with brown leather, heater, very immaculate  
car: £950.

G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton,  
Surrey. Tel. Elmbridge 4581. [2126]

1950 Vauxhall Wyvern saloon, heater, etc. in  
immaculate condition: £1,150.—Esham

Motors, Cricklewood Broadway, N.W.2. Gia 228. [1945]

GOLDERS GREEN—H. A. Saunders, Ltd., 1950 Vaux-  
hall Wyvern saloon, blue, brown hide, radio, low  
miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd., 1949 Vauxhall Wyvern saloon,  
black, £1,100.—Car Mart, Ltd., 320, Euston Rd., N.W.1.  
Golders Green Rd., N.W.11. Open 9 a.m. to 9 p.m. [2370]

1949 (Oct.) Vauxhall Velox, 17,000 miles, olive  
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H. A. SAUNDERS, Ltd., 1949 Vauxhall Wyvern saloon,  
black, £1,100.—Car Mart, Ltd., 320, Euston Rd., N.W.1.  
Golders Green Rd., N.W.11. Open 9 a.m. to 9 p.m. [2370]

1950 Vauxhall Velox, 17,000 miles, olive  
with brown leather, heater, very immaculate  
car: £950.

G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton,  
Surrey. Tel. Elmbridge 4581. [2126]

1950 Vauxhall Wyvern, 6,000 miles, spare  
united, many extras, taxed immediate: £1,150.—O.E.M. Motors, Ltd., East End Rd., Finchley,  
N.3. Finchley 6236. [2085]

VAUXHALL Velox saloon, 1950, 5,000 miles, finished  
black, £1,100.—Car Mart, Ltd., 320, Euston Rd., N.W.1.  
Golders Green Rd., N.W.11. Open 9 a.m. to 9 p.m. [2370]

Lamb's Ltd., Standard House, Southend Rd., Woodford,  
Essex. Wan. 0123 (9 lines). [2184]

1949 Vauxhall Velox, black and brown leather,  
17,000 miles, immaculately from new: £1,055.—R. S. Mead (Sales), Ltd., 42, Queen St., Maid-  
enhead. Tel. Maidenhead 5431.2. [2723]

1949 Vauxhall 14 saloon, 14,000 miles, com-  
plete brown leather, heated, heater, in ex-  
cellent condition throughout: £1,075.—E.S. Motors, Ltd.,  
Kingston. Tel. Emberbrook 5000. [2370]

CLAND & TABOR, Ltd., offer: Vauxhall 14, 14,000 miles,  
three months' guarantee.—Vauxhall 481, offer with

1937 Vauxhall 12-de-4-door saloon, finished black,  
mechanical order, good general condition: £550. [2326]

**VAUXHALL MISCELLANEOUS**

S. SHAW & KILBURN, Ltd., for Vauxhalls.

It is important that the car you purchase is in ex-  
cellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6 Berkeley Sq., W.1. Grosvenor 4328.

**HAMILTON MOTORS (LONDON), Ltd., 466-490**  
Edgware Rd., London, W.2. Paddington 0023 (12  
lines). Vauxhall main dealers.

1948 black, brown leather, fitted radio and  
heater: £995.

1947 body good, mechanically sound: £750.

1946 Vauxhall, 1 type, 14hp, black, brown leather,  
mechanically sound, one owner: £775.

A LWAYS will purchase for cash all Vauxhall cars,  
including latest models.

1936 very little used since complete overhaul:  
£375.—Esham Motors, Ltd., Esham.

V.A.G. & CO. and other makers of used cars in good con-  
dition, drive away, same day, same price.

Udberies 737—Gregory's of Uxbridge.

1936 June, Vauxhall de luxe saloon, in excellent  
condition, £1,000. Vauxhall Value Cars, Ltd., 352, Upper Richmond Rd., East  
Sheen. Prospect 7520.

G. GRANT & CO. (LONDON) (MOTORS) Ltd., main de-  
alers, 7-15 Peter St., Manchester 2 (Gia 9887), always  
have a fine selection of post-war Vauxhall models carry-  
ing full warranty; your inspection invited. [2028]

Vauxhall Cars Wanted

C. M.

THE CAR MART, Ltd., wish to purchase Vauxhall  
cars—150, Park Lane, W.1. Grosvenor 5434. [1075]

T. S. SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6 Berkeley Sq., W.1. Grosvenor 4328. [1018]

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THE CAR MART, Ltd., wish to purchase Vauxhall

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4—6 Berkeley Sq., W.1. Grosvenor 4328. [1018]

C. M.

R. GOWLAND SMITH'S, the Vauxhall importers,

Harrowed High St. (Hampstead Tube), Ham. 0041. [1094]

We wish to purchase post-war Vauxhall Wyvern or

BROWN & MALLALIEU, Ltd., General St., Black-  
pool. [2232]

REGARDING post-war Vauxhall urgently—Forresters

Ashtead, 10, S.W.17. Tulse Hill 2785 (day). [10572]

ARLINGTON MOTOR CO. Ltd., main dealers, will

purchase post-war Vauxhall cars.—Tel. Walton  
0005.

BRITISH & COLONIAL MOTORS, Ltd., require Vaux-  
hall cars.—Upper St. Martin's Lane, W.C.2. Tel.  
Tempo 1000.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to

purchase all models Vauxhall from 1937 onwards.

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## PARTS AND ACCESSORIES, REPAIRERS, ETC.

**AUTO-SVILLE** tailored loose covers, all cars, special service Austin, Morris, Armstrong, etc. Tartan Industrial Cover Co., 22, Queens Mews, W.2, Bay. 7119.

**CAR-COVERALL**, Ltd., for fine loose covers, excellent write or telephone. Car-Coverall Ltd., 184, Regent Street, London, W.1. Monarch 1601-5. [0064]

**CAR COVERS** - Tailored and seat covers made to order.

**KUMFICAR** woven fabric are available for all post-war models, your customers will be delighted with the attractive colours, designs and the high wearing qualities of these car covers. Write your agent to supply patterns and price lists. If any difficulty write Kumficar Products, Halifax. [0064]

## MAGNETOS

**CILARE'S MOTOR WORKS** - Hundreds in stock; try us for that repair or replacement. -96, Tulse Hill, London, S.W.13. Tel. Tulse 6111. [0064]

**NEW B.H.M.** magnetos for Ford V8's, fit any 30hp engine, lorry or car; waterproof; excellent for racing cars; £10 each; money refunded failing satisfaction. -87, Charnwood Road, Luton. [0064]

## MATS, RUGS, ETC.

**Wool pile** carpets, rubber and Durafelt mats in numerous colours to fit any model, state h.p. year, model and colour.

**UPHOLSTERY** covers, luggage covers, seat and wing protectors, dust sheets, loose cushions, immediate delivery.

**CAR-CAT** LTD. Co., Ltd. (Est. 1930), 16, Colville Rd., West Hampstead, N.10. Tel. Colville 1121. [0064]

**RUTHRUM MULLINS, Ltd.** for tailor-made carpets.

**A** Patterns on request to Dept. A. H. Bridge St., Northampton. Tel. North 2109. [0064]

## MISCELLANEOUS

**CAR** makers themselves approve Witter town car brackets. -Witter, 134, Foregate St., Chester. [0053]

**PUNCTURES** - Punctures can be vulcanised in the home garage using the Autothorn portable vulcanising kit. 21, Newlands Road, Finsbury Park. Freston & Sons, Ltd., 6, Herries St., London, W.10. [0064]

## Miscellaneous Wanted

**STEEL** Aluminium Bright polished strip, bars, off-cuts, any quantity immediate delivery.

**GRADES SHEARED METAL** Co., Ltd., Green Lane, Hounslow, Middlesex. Tel. Hounslow 3734. [0064]

## GUARANTEES

**RUNNING** boards and mudguards, most makes in stock -Brooks & Co., Ltd., and G. Frederick Place, Brighton. Brighton 2109. Tel. Hove Abbey 1733.

## NUMBER PLATES

**NUMBER plates** - "Numo," the superior pressed aluminum number plate, 24-hr. post office delivery. -Taylor, 2, Marke Rd., Wolverhampton. "Grams." "Numo." Tel. 21019. [0067]

## PARTS AND ACCESSORIES

**AS** We are now dismantling 1932 Singer 9, 1936 Morris 8 van, 1936 Terraplane 17hp, 1937 Graham 21hp, 1935 Hillman 20/70, 1934 Humber 24hp. Talbot spares from 1929-32; our large stock of new and second-hand components, most makes from 1924-1950; try our unrivalled service.

**AUTO SPARES**, 42, South Lane, New Malden, Surrey. Tel. Malden 1695. [0013]

## EXPORTERS

**KIRTON**, Honiton, Devon and branches, stock parts for more than 1,000 models, including replacement pistons and sets for Jeeps; exporters and factors of new and surplus and second-hand components and accessories suitable for everything. [0062]

## BOOKS OF LINGFIELD

**N**OW dismantling. -

**1935** Austin 18 1½-litre Singer 1½-litre 8 van, 1936 Terraplane 17hp, 1937 Graham 21hp, 1935 Hillman 20/70, 1934 Humber 24hp. Talbot spares from 1929-32; our large stock of new and second-hand components, most makes from 1924-1950; try our unrivaled service.

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**AUTO SPARES**, 42, South Lane, New Malden, Surrey. Tel. Malden 1695. [0013]

**MORRIS** Minor spares, 1929-34. -John Wrigley, 17, Thurnbury Rd., Isleworth, Middlesex. [0123]

**ALWAYS** breaking up cars and lorries, part guaranteed, prompt service. -Woodford & Turner, 16391

**H**ead lamps for sale, pr. or. excellent condition. \$1.50 dia. reflectors twin filament 6-volt, from pre-war standard. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**PRIDE & CLARKE**, Ltd., hold large stocks of new and used spares, most makes, quotations, catalogues, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**25** hp Daimler starter and dynamo. £2 each. -Phantoms 1, Hollies Lane, all parts second-hand. -Flemings 162a, Carlton Road, Ave., Dagenham.

**CAR-CLUB** ORG. for car owners in N.E. England and Cumbria. -Edgar & Son, 10, Newgate St., Lancaster.

**SINGER** Distributors for all spares. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**TODAY** only, we have 1000 spares, most makes, catalogues, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**TOULMIN** Motors Ltd., for pistons, valves, pins, pins and bushes, bearings, clutch and brake linings, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**FIREBIRD** timing gears for Alvis, Delage, Hispano-Suiza, Talbot, Singer, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**BIGGS** AUTO REPAIRS, Ltd., for crown wheel, timing chains, shafts, universal joints, clutches, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**TOYOTA** timing gear, 1940-50, £1.50. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**ELEPHANT MOTORS** Ltd., for pistons, valves, pins, pins and bushes, bearings, clutch and brake linings, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**TOYOTA** timing gears for Alvis, Delage, Hispano-Suiza, Talbot, Singer, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

**TRITON** timing gears for Alvis, Delage, Hispano-Suiza, Talbot, Singer, etc. -John Wrigley, 17, Thurnbury Rd., Isleworth.

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## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

**A**LDRIDGE (Est. 1753), Auctioneers & Estate Agents, William Rd., N.W.1. Tel. Euston 2352.

**H**ANTON—Main Garage Station, repairing and filling station, repairs and a/c car sales, inc. workshop and office, 60,000 calls p.a.; sound business; inspected and recommended.

**B**EDS.—Garage and Service Station, repairs and petrol, showroom and workshops, very comprehensive equipment, bungalow 6 rms., R. & B. Frid; going concern, £7,500.

**S**. KENT.—General Garage and Filling Station, repairing and filling station, pumps, mod. showroom and workshop, 50,000 calls p.a.; garage 40 cars; fully equipped, Frid. £7,500.

**E**CTARISHED Motor Business, S.W. Suburb, New Rd., 5 a/c, 2000 sq. ft. garage, central location, Frid premises, showroom, offices and workshop; a substantial concern with large T.O.; recd. £1,000.

**F**OR SALE—Businesses, garages, other garages available from Aldridges Estate Department.

**G**ARAGE, main road nr. Rishworth, 1,500 sq ft former garage, 5 a/c, 2 large rooms, etc. plans passed for pet. pumps, tremendous scope, T/O £6,000 accts. Siz. lease 11½ yrs., rent £200; £1,715 s.v.—Adams & Co., 4, Sunbridge Parade, Bromley, Kent.

**M**OTOR Repair Business and Showrooms for sale, near Webberdale, 13 years lease; offers for quick enquiry, £1,500.

**I**NCS.—Buy Country Garage near coast town, 10-3 days working week, 1000 calls p.a.; good weekly; large turnover and profits; freehold £6,500 everything.—Apply Church, Howard & Hills, Ltd., 39, New Southgate.

**S**OUTHERN.—General Garage, Petrol Station: 13 lock-ups, workshop, car park; very well equipped; 2 hrs open, 1000 calls p.a.; good trade; asking price £5,000.—Church, Howard & Hills, Ltd., as above.

**W**ORKING District.—Sound Garage Filling Station: 3 pumps, well-appointed workshop; turnover £11,500; 1000 calls p.a.; good trade; asking price £5,000.—Church, Howard & Hills, Ltd., as above.

**B**EXLEY HEATH.—Garage, going concern, excellent location, 1000 calls p.a.; 5000 calls per week; previous repair workshop, showroom, car etc. Citroen/Renault distributors; Austin, Standard, etc.; Ford, mini dealers; vacant possession on very attractive section, flat, garage, etc.; very good trade; turnover, £65,000 last year; price, £16,000, freehold.

**W**. RAYNER SKIPP, Estate Agent, 70, Mayplace Rd., West, Bentley Heath, 6103 (9-5).

**N**ORTH Devon.—For sale by private treaty with vacant possession on lease, freehold garage and attractively situated station with garage, good living accommodation, room intended for cafe with French doors leading to ten gardens, and field of approximately 1 acre. Total area 10,000 sq ft. Offers from Smyth-Richards and Stapleton, 3, Castle St., Barnstaple, N. Devon.

**G**ARAGE and hire service West Ham—14 hire cars fitted 2-way radio, turnover £20,000 p.a., terrific opportunity S.H. cars (now nil); important main road position, 72 calls p.m. at 1000 calls p.a.; electric pumps and full equipment; price £17,500. A.A.—Apply H. Hughes & Co., 56/60, Victoria St., London, S.W.1. Victoria 6254 (3 lines). "Wise." (2167)

**B**IRMINGHAM.—One of the city's largest private hire businesses, 12 cars valued at £65,000, large workshop, fuel tanks, garage, etc.; asking price £10,000; 5 electric pumps, 20,000 gallons p.s.; signed contracts for private hire £10,000 p.a.; 16 persons on staff; good main road position, 1000 calls p.a.; good trade from detached houses ten minutes from business principals only.—H. Dean, 26, Chestnut Drive, Erdington, Birmingham, 24.

(Continued on next page.)

## HOTELS, AUCTIONS, TENDERS, ETC.

## SEMI-DISPLAYED SECTION

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**D**ELIGHTFUL country holidays, Thornton Guest House, Northiam, Sussex. Tel. 2107. 5-eggs inclusive.

**F**OLKESTONE, overlooking Channel, modern comfortable, b. & c., gas fires, bedrooms.—"Wharfside," Wear Bay Rd. Tel. 51159.

**B**URLINGTON HOTEL, Folkestone. Restful, sumptuous holidays with comfort, good food and attentive, courteous service. On leas facing sea. Fully licensed. A.A., R.A.C., 4 star. For terms—Apply Manager, Folkestone 4665.

**£4**/15-25/5 covers delightful week's holiday in Kentish beauty spot, includ. swimming, tennis, miniature golf, putting, games, jolly evenings; excel. food; cosy chalets. Write to Woodlands Holiday Camp, near Sevenoaks, Kent.

In the heart of the lovely Leamsmuirns, yet only 3½ miles from Edinburgh—Rathbane Hotel, Longforgan, Berwickshire. Home produce, excellent cooking, 2000 acres riding, 3,000 acres library, etc. "Out of the world and into Longforgan"—Send for brochure.

**B**ROCKHAMPTON PARK HOTEL, Home of the White Deer, near Cheltenham, Glos.—A perfect change from the seaside; spend your holidays or week-ends in the peaceful, unspoilt Cotswolds; the most beautiful hotel on the Cotswolds, 48 bedrooms, club licence, riding, tennis (hard or grass courts), golf, rough shooting, coarse fishing, dancing, billiards, television, etc. in all rooms; exterior grounds prettiness, excellent cuisine.—Write for Brochure E.

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**C**HALES RICKARDS, LTD.  
Est. 100 years.

IN THE HEART OF LONDON.

**M**OTOR AUCTION SALE

Twice Weekly

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at  
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SALES CONDUCTED BY  
H. V. RICKARDS, F.A.P.A.  
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WITH SHOWROOM FACILITIES.

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Hold their well-known CAR AUCTIONS  
EVERY FRIDAY at 2 p.m., SATURDAY 3 p.m.  
DRIVE YOUR CAR TO THE SALE AND SEE IT  
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**660 MOTOR VEHICLES & TRAILERS.**

Also approx.

**390 TON M.T. Spares, etc.**

which

**H**EPPEL & SONS

will sell at 11 a.m. daily on

**M**ONDAY & TUESDAY,  
9TH & 10TH JULY 1951.

**V**IEW Days: Wed.-Fri. (incl.) 4th-6th July, 1951.

**C**ATALOGUES (did) may be obtained at the gate or from the Auctioneer.—

**H**EPPEL & SONS, Chartered Auctioneers, East Parade, Leeds 1. Tel. Leeds 51241-2 and Thorp Arch 700. Ext. 156, on Sale, View and Clearance Days.

**G**ODDARD, DAVISON & SMITH, LTD.  
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Plant, Equipment, Machinery, Tools, Accessories  
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**120 CARS COMMERCIAL VEHICLES, ETC.**

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GARAGES & FILLING STATIONS FOR SALE &  
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**A**LDRIDGE

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**H**AVE BEEN SELLING MOTOR CARS BY AUCTION SINCE 1907.

**S**ALES HELD EVERY WEDNESDAY at 2 p.m.

**A**PPROXIMATELY 75 CARS Vans offered each week.

Valuations for all purposes.

**C**ATALOGUES, entry forms, etc. of the Auctioneers.

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LIMITED

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**F**ARNBOROUGH  
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Tel. Camberley 1496 & 1544.

**S**OUTHAMPTON  
SOUTHAMPTON.  
MILBROOK RD.  
SOUTHAMPTON.  
Tel. 71529.

Registered Office and Accounts Department,  
**B**URLINGTON HOUSE,  
SOUTH STREET, FARNHAM.  
Telephone: 5556/9.

**L**ONDON Office: 18-21, Langham House, Regent St.  
Telephone: Langham 1442. (7950)

## GLOUCESTER MOTOR SALE.

NEXT SALE FRIDAY, JUNE 29, 1951, at 2 p.m.

EARLIEST possible notification is particularly requested in order that the sale may be extensively advertised.

ENTRY forms free from—  
**J. PEARCE POPE & SONS,**

AUTOMOBILE AUCTIONEERS AND VALUERS,  
GLOUCESTER 21274-5

To be offered at

**C**HALES RICKARDS, LTD., AUCTION SALE  
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AT 2 P.M.

PRIVILEGED owner of Morris 16 seater in immaculate condition, two owners since new. By order of E. A. V. Peckham, Esq. Car on view daily prior to sale. Trial run by appointment. Ring Ambassador 5302.

## TENDERS

## THE BEDFORDSHIRE COUNTY COUNCIL

INVITE OFFERS

FOR the purchase of a Bedford V.G. 15 cwt van, which can be inspected at the County Council Highways Depot, London Road, Bedford, between 10 a.m. and 4 p.m. on weekdays (not Saturdays). Offers to be addressed to the Deputy Clerk of the County Council, Suite Hall, Bedford, or to the Clerk of the County Council, Bedford, 10, Bedford Van, by June 30, 1951. D. H. Lines, Deputy Clerk of the County Council.

## BUSINESS AND PROPERTY, SITUATIONS, BOOKS

**Business and Property Wanted**  
 SMALL garage premises, pump workshop, 10-15 cars. S.W. London: freehold or rent.—Box 1530. [1645]  
**Premises** suitable for Service Station such as exists. The garage must be near the West End of London and in particular N. to W.N.W.—Box 2350. [1797]  
**GARAGE** and/or Northern Counties good patrol sales up to £10,000 will be paid for suitable premises. (Usual commission required).—A. CONDRIDGE, William Ed., N.W.1. Buxton 2332.

**A** CONDRIDGE, William Ed., N.W.1. Buxton 2332. [1937]

**G**ODDARD & SMITH are recruiting on behalf of the British Motor Corporation's Sales and Filling stations in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2-2340. [1976]

**FIRST-CLASS** Service Station with main agencies in any Southern District urgently required: up to £30,000 will be paid for right property, good commission required. Apply Mr. G. J. S. Wink, Chartered Surveyors, 8-11, Pavilion Buildings, Brighton. [1875]

**A**DVERTISER who has recently disposed of business is seeking a good motor car and filling station with good living accommodation, preferably southern (not London), must have one or more main agencies, good commission. Particulars will be treated by principal, in strict confidence.—Box 2226.

**SITUATIONS VACANT**

**D**ESIGNERS with experience of commercial and passenger vehicle chassis, diesel engines and vehicle transmission required.—Applications, in writing, to Staff Records Office, writing age, experience and salary required.—Box 1863.

**D**RAFTSMEN required and junior, for design and manufacture of commercial and passenger vehicle chassis, units and components required by Austin & Morris Distributors.—Applications, in writing, to Staff Records Office, writing age, experience and salary required.—Box 1863.

**B**UYER-SALESMAN required, full knowledge used vehicles, good position for active person of undoubted integrity: Gloucester 2231. [1861]

**M**OTOR mechanics required, good atmosphere, Weston Park, Kingston-on-Thames, Kin. 2341. [2000]

**M**OTOR mechanic required, good all-round experience, must be married. Apply, 10, Cheva Place, London, S.W.1. Kensington 9477-6. [1882]

**N**W. LONDON garage has vacancy for foreman-service manager, experience in estimating and stock management essential; excellent opportunity for the right man.—Box 2323. [1882]

**E**XECUTIVE rates of pay offered to persons who quote for services to clients, advertising publications given.—Dept. 30, Empire Co., 117, Nottingham Rd., Loughborough. [1010]

**S**KILLED mechanic required with Ford experience preferred but not essential; top rate and permanence for right man.—Write giving age, experience and copy information to 10, Cheva Place, London, S.W.1. [1645]

**W**ORKSHOP foreman wanted for well-known Manchester garage; excellent opportunity for man who has had wide experience of the trade and is progressive.—Box 2236. [1976]

**M**OTOR mechanics: large service station has vacancies for two fully skilled men.—Box 2237. [1976]

**M**OTOR mechanics: two years' recent vehicle experience essential; preferably single and aged 25-30 years; good health and prospects; state qualifications.—Box 2062. [1974]

**M**OTOR mechanics required by Ruston, Watkinson, Ltd., Croydon or write Chelmsford, Essex, CM1 1BB. Good mechanical and supervisory situations with superannuation scheme, social club, and canteen facilities available.—Box 2238. [1976]

**E**XPERIENCED works manager required for Roots group areas agents in South-West; conversant with mechanical body building and cellulose activities; fat accommodation provided.—Box 6646, Strand Road, London, N.E.2. [1954]

**R**EPAIRS and Service Foreman required by Austin & Morris Distributors; excellent opportunities for fault diagnosis, estimating, costing, etc.; written applications giving full details of experience, salary required, etc.—Box 1863.

**W**. J. JACKSON & SON, Ltd., French Gate, Doncaster, E. Yorks. [2022]

**C**HAUFFEUR-HANDYMAN required, Mayfair, good references, salary and other benefits, apply to Sir George Grey Inn Rd., Tynckwells, Kent. [1865]

**S**ERVICE man required for busy Lancashire garage who will have similar position and be able to take complete control of workshop, costing, invoicing and stores. Good energetic opportunity for reliable operator.—Box 2248. [1976]

**S**KILLED motor mechanics urgently required; preference given to those with Rolls-Royce or Rover experience; pension scheme and sick benefit funds included. Apply to Mr. M. G. (Gertie), Ltd., Croydon Rd., Caterham, Surrey. Roots Distributors. [1820]

**S**ALFALTER required: top rates for most models. 6-8 week training course offered to conscientious and energetic men.—Apply Service Manager, C.M.I. Service Station, Llanfair Rd., Chester Hill, N.W.3. Dips. 1077. [1975]

**P**ARTS supervisor required, to take complete charge of large stores, extensive retail and trade connections, good salary to successful applicant. Roots Group experience essential; commercial background and good accommodation. Apply to Mr. G. (Gertie), Ltd., Croydon Rd., Caterham, Surrey. Roots Distributors. [1820]

**S**ALESMAN required for used car department of large garage, must be able to produce good record of both buying and selling; permanent position on salary and commission basis, with excellent prospects, offered to right man.—Box 2319. [1975]

**S**ALESMAN required for used car department of large garage, must be able to produce good record of both buying and selling; permanent position on salary and commission basis, with excellent prospects, offered to right man.—Box 2319. [1975]

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**S**ALESMAN required for used car department of large garage, must be able to produce good record of both buying and selling; permanent position on salary and commission basis, with excellent prospects, offered to right man.—Box 2319. [1975]

**S**TORIES record clerk required, male or female, for motor spares parts, Nuffield products and Rover, Jaguar experience an advantage. Box 2238. [1976]

**A**N opportunity occurs for a smart man (24-29 years) to join the service staff of prominent North-West distributor, to apply his good sound practical experience or specialised knowledge of engine tune-up equipment, to apply in writing to Service Manager, 1, Old Hall, Haverslack Hill, Woodhead Rd., Woodhead, Lancs. Wan. 0225 (8 lines). [1965]

**M**ANAGER, around 35-40 years of age, required to conduct trading business in British Central Africa, handling distribution of premier British companies, including factories and agricultural equipment, oil, cement, fertilizers and tyres and accessories, etc.: the post requires a man possessing initiative and organisational ability and applicants must have a sound knowledge of administration, including financial, administrative and repair sides and preferably some experience in management. Four years' service agreement on four-yearly contract, good pension scheme, etc., good climate, local and home leave, pension scheme, etc., good accommodation desirable but not essential.—Box 2237.

**SITUATIONS WANTED**

**A**DVERTISER (35) requires responsible sales miles post-war experience; rate.—Box 2222. [1976]

**M**ANAGER required for a garage which requires change of ownership in buying and selling of used cars and showroom organisation.—Box 2222. [1976]

**G**OOD comprehensive knowledge of cellulose spraying, colouring, welding, body repairs, etc., desires change of accommodation desirable but not essential.—Box 2237.

**A**DVERTISER, 18, unmarried, seeks managerial or technical position with medium-sized firm, connection with motor sport, no advance in rank, and preferably in medium-sized town in North or Scotland. Public School: apprentices trained in engineering, Commercial experience in motor racing, machine shop production, methods, stores control, costing, invoicing, book-keeping, etc., extending over three years; knowledge of motor racing, V.R.C.C. member.—Box 2031. [1966]

**BOOKS, ETC.**

**H**ANDBOOKS of cars and motor cycles, also good assortments of maps at all Halford Branches in England. Write for details.—Box 2223. [1965]

**V**IVIAN ORAY, The Motor Enthusiast's Bookshelf, 600 books about automobiles, motor cycles, racing, motoring, travel guides, Av. Harrods Health, London, S.W.1. [1965]

**D**YRES Automatics, 19, student: 1,461 pages, 4,000 photographs, 1,000 drawings, over 500,000 copies sold; descriptive leaflet free; Thomas Co. (DATC), Buchanan St., Blackpool. [1966]



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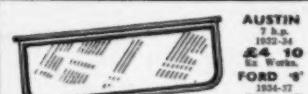
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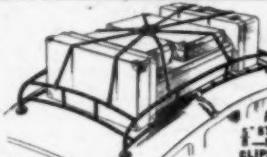
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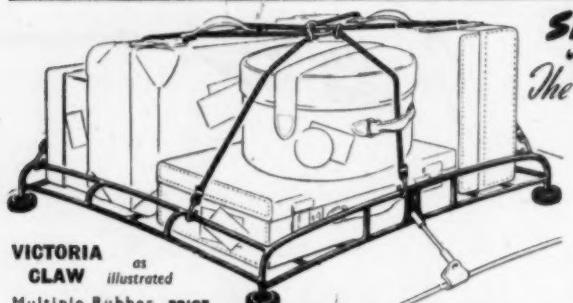
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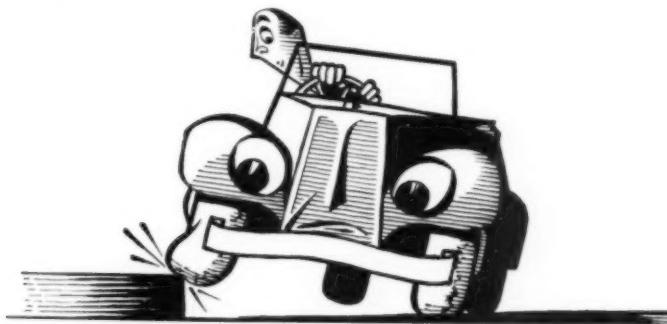
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